RAILROAD

JUNE 1976

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

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Faces in train window in San Salvador on International Rys. of Central America

Richard R. Well, 2689 Alderwood Dr., San Jose, Calif. 95132

THE MAIL CAR

where editors and readers meet

View from hack shows the then new SP Cutoff from Palmdale south to Colton, Calif.
Southern Pacific photograph

BOTH full-color photos in this issue were made by model railroaders; each had a grandfather in railroad service. Front cover shows a Heart of Dixie Railroad Club excursion over the Southern from Birmingham to York, Ala. The photographer, James T. Singleton, Jr., 5617 6th Court South, Birmingham 35212, used a Pentax camera and Kodacolor film exposed at 1/250 second at F8.

"I was very lucky," he tells us. "Nearly all of the several hundred passengers were on the other side of the train. Although this is a head-on shot of No. 722, another engine, the 750, was doubleheading with her."

Jim, age 46, is in the automobile replacement parts business. A grandfather was a stationmaster on the Nashville, Chattanooga & St. Louis, an uncle was a conductor on the same road, and his mother a part-time telegrapher on the Central of Georgia. Jim collects such railroadiana as lanterns, number plates, whistles, clocks, photos, and HO gage electric trains. His patio light is an old steam locomotive headlight. He belongs to the Birmingham Model Railroad Club, which is now building a large HO gage layout, housed in an old Southern Railway baggage car.

Page 65 is a view of the Mid-Continent Railway Museum at North Freedom, Wisc., reproduced from a slide made by Donald L. Cook (age 34), 2237 Marshall Parkway, Waukegan, Ill. 60085. The loco was No. 1 of Western Coal & Coke Co. of Alberta, Canada, a Ten-wheeler built by Montreal Locomotive Works in 1913. The train consisted of a Wisconsin Central coach, two Lackawanna coaches, and a wooden DM&IR caboose. The station, ex-C&NW, was moved to the museum.

In shooting this picture, Don used a Yashika 35mm range-finder camera bought second-hand for $25. The film was Ektachrome X (ASA 64). Don is an operator-technician in a ship-to-shore radio station serving the lower end of Lake Michigan and the Illinois Waterway System. One grandfather began a rail career as a boy "candy butcher" on the Burlington and became a locomotive engineer on the Elgin, Joliet & Eastern. Don is a member of NMRA and three historical societies.

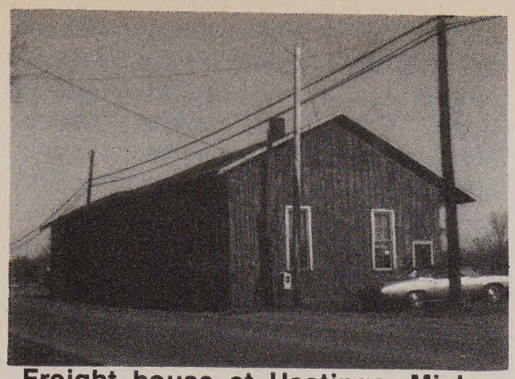
The Personality Parade

THE LIFE-STORY of *Interesting Rail*-fan Ramona K. McGuire in your May issue reminds me that I, too, am fond of trains and railroads and the crew men who operate them. Born Nov. 2, 1939, in Hastings, Mich., I have always lived here beside a spur line of what used to be the New York Central, with trains passing through my back yard. The demise of Penn Central saddened me. It is disheartening to think how many employees must have lost their jobs, due to ConRail.

Miss Evelyn Fuller

As an only child, a typist, I live with my parents on a farm. My height and weight are medium, my hair is auburn, with blue eyes. I never married; do not smoke or drink. Since early childhood I can remember railroad section men stopping for water at our pump and eating lunch under our large elm tree. The track then was a proud sight. You'd hardly imagine, by looking at it today, what it once looked like.

Grand Valley Railroad built the line in 1869 and leased it to the Michigan Central. Train crews passing through our backyard often waved, blew their locomotive whistles, and tossed off



Freight house at Hastings, Mich., built in 1880s by Michigan Central, became expendible and was razed in June, '74. Photograph by Evelyn Fuller

daily newspapers for us. In the winter of 1972-'73, after a crew had learned that my father was a victim of multiple sclerosis, they gave us a grocery sack full of about 60 Western paperback books. Each Thanksgiving and Christmas time I display a huge greeting card outside the house to show my friendship for the railroad men.

I collect railroadiana and have some pins, buttons, timetables, train orders, books, and periodicals. What I really want are postcard views of trains, but don't know where to get them. One of my few railroad books is Oliver Jensen's latest, *American Heritage, History of Railroads in America,* which I acquired after reading Mr. Wilbur's review of it in your magazine.

I also enjoy Westerns, Agatha Christie mysteries, and autobiographies. I have three cats, collect horse figurines, raise house plants, and enjoy walking, travel, lectures, and concerts, whatever is available in this town of about 6,500 population. Would like to get letters and cards from *Railroad* readers, especially from engine and train men.—Miss Evelyn Fuller, 2160 Heath Rd., Hastings, Mich. 49058.

DEATH in a rare form came to Erie Lackawanna carman Frank J. Kulaga of West Seneca, N.Y.; a boxcar door fell on him at Niagara Frontier Food Terminal in Buffalo. Cause of the accident is unknown.

A PERSONALITY SKETCH of Charles Dunlap Dulin, who contributed 37 poems and 11 fact articles and true tales to *Railroad Magazine,* is told in March-April issue of *Brass Pounders' Gossip,* edited by Harwell E. West, Box 152, Orland Park, Ill. 60462. We do not know of any living American who tops Charlie in putting railroad feeling into verse.

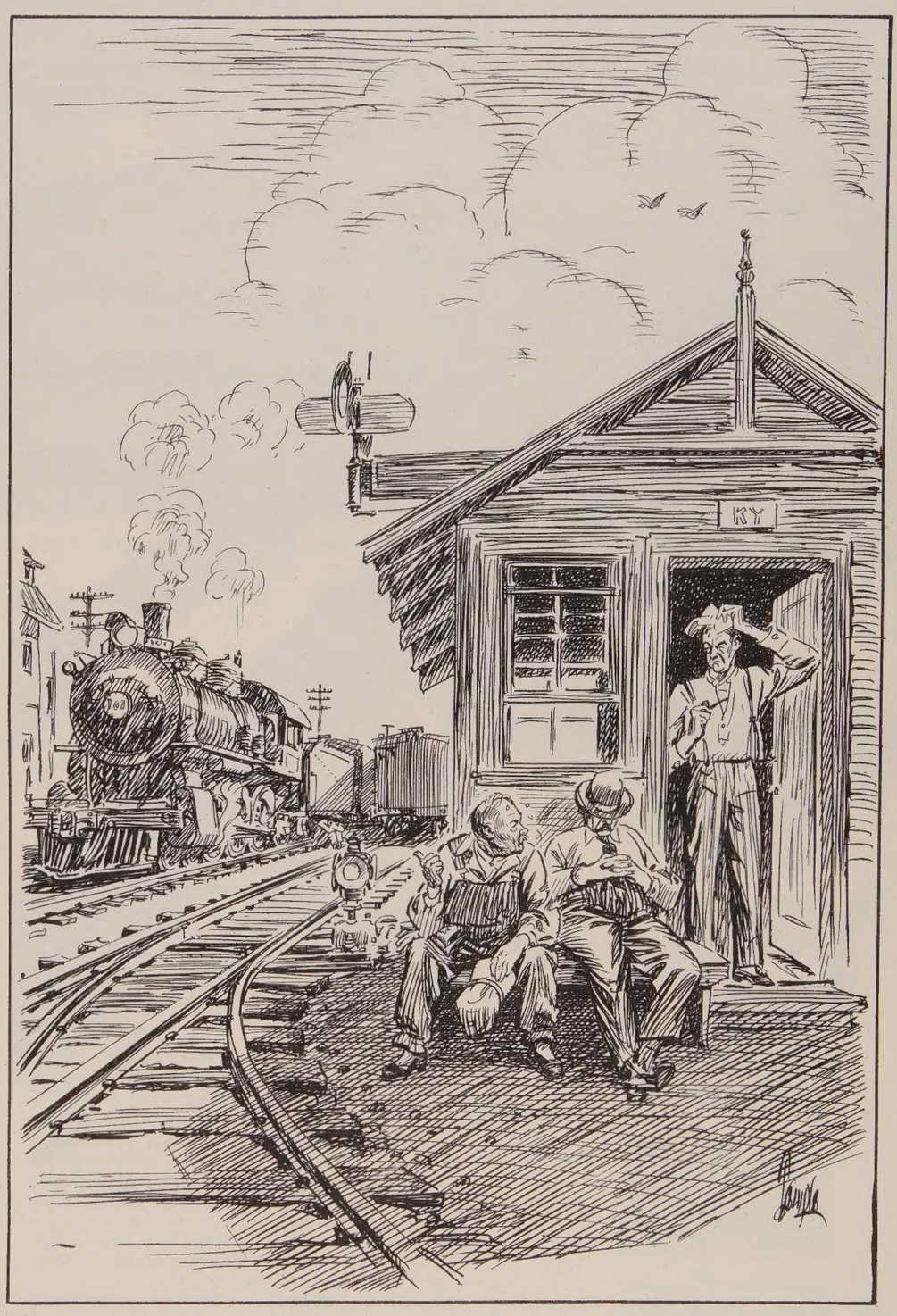
CLYDE R. DRUMHELLER of Bristol, Va., was named Norfolk & Western "Salesman of the Year," honored at a luncheon, and given a $1000 bonus by NW President John P. Fishwick. The award was based on sales work in 1975: the volume of business secured, new accounts developed, and number of productive tips passed on to other railroad sales offices.

JAMES E. MARTIN, vice president of operations and maintenance for the Rock Island Lines, has been named vice president of operations and maintenance for the Association of Americnan Railroads. Previously, he worked for the New York Central, Lehigh Valley, and Penn Central.

MY GRANDCHILDREN enjoy so much the stories reprinted from Freeman Hubbard's book, *The Roundhouse Cat,* that they can't wait till your next issue to listen to another one. Where can I buy that book?—Tracy H. Smith, 42 Norman St., Waterford, Conn. 06385. *(Ed. note:* It's out of print, but maybe a reader will sell you his old copy.)

I'D LIKE to buy a book of reprinted railroad fiction stories that first appeared long ago in *Railroad Magazine* and elsewhere.—Merle C. Rideout, Jr., 415 Congress St., Portland, Me. 04111. *(Ed. note:* Two such volumes are listed by our book service: *Open Throttle* and *Headlights and Markers.)*

WILLIAM C. HOENIG, 44, became chief operating officer of the Rock Island Lines on April 1. He joined the



"If you think it's hot in there, go out an' ride that old kettle for a while."

Drawn by Harry C. Temple

Rock Island as an operations trainee in 1956 and later held assignments as assistant trainmaster, trainmaster, assistant superintendent, superintendent, senior assistant general manager, and general manager.

CAROLYN S. RAEKE, one of our subscribers, is a correspondent for *The Dallas Morning News* at 637 National Press Bldg., Washington, D.C. 20004. She writes: "I am trying to arrange my schedule to accommodate more train travel, which is so relaxing that I wish I could use it exclusively. During each of the past two summers a friend of mine, Pamela Clayton, and I rode a steam excursion from Alexandria, Va., to Front Royal. The trips were organized by the Washington and Potomac chapters of NRHS, Alexandria Bicentennial Commission. Pam and I shot over 200 slides on the two trips and culled out the best ones for a 140-slide presentation, with a tape. I also wrote a feature story on the first trip for my newspaper. My technical knowledge of railroads is slim. I am primarily attracted by the romance of the rails, the excitement of the old steam engines puffing their way across the country. Passenger travel is something I hope will never die out. Sometimes, however, especially while I am covering Amtrak hearings before Congress, I fear it might."

A FEW YEARS ago I was in a railway station in a tiny town. Along came two porters carrying a coffin. When they put it down, I rapped on the box, and asked, "Is everything all right in there?" The "corpse" replied: "Let me out! Let me out!" The porters ran like bolts of lightning. The train came, and a guy got off, looked straight at me and asked: "Where are the guys who are supposed to load this stiff?" I didn't mention why they had left, but I did help get the coffin on the train. I almost got a hernia doing it, too.—Edgar Bergen, ventriloquist, quoted in *Family Weekly.*

Snowy track scene was used as Yuletide greeting to ICG magazine readers.

Illinois Central Gulf

ABOUT 90 years ago, when the California Central laid its tracks at San Juan, Calif., on land owned by a dark-haired beauty named Modesta Avila, she denounced the railroad for failure to pay her for that right-of-way. Fighting back, she hung out her wash across the track. Incredible as it may seem, she was tried and convicted on a charge of trying to derail a train, and was sentenced to three years in San Quentin Prison. Life behind bars was so hard on the proud beauty that she died after serving two years.

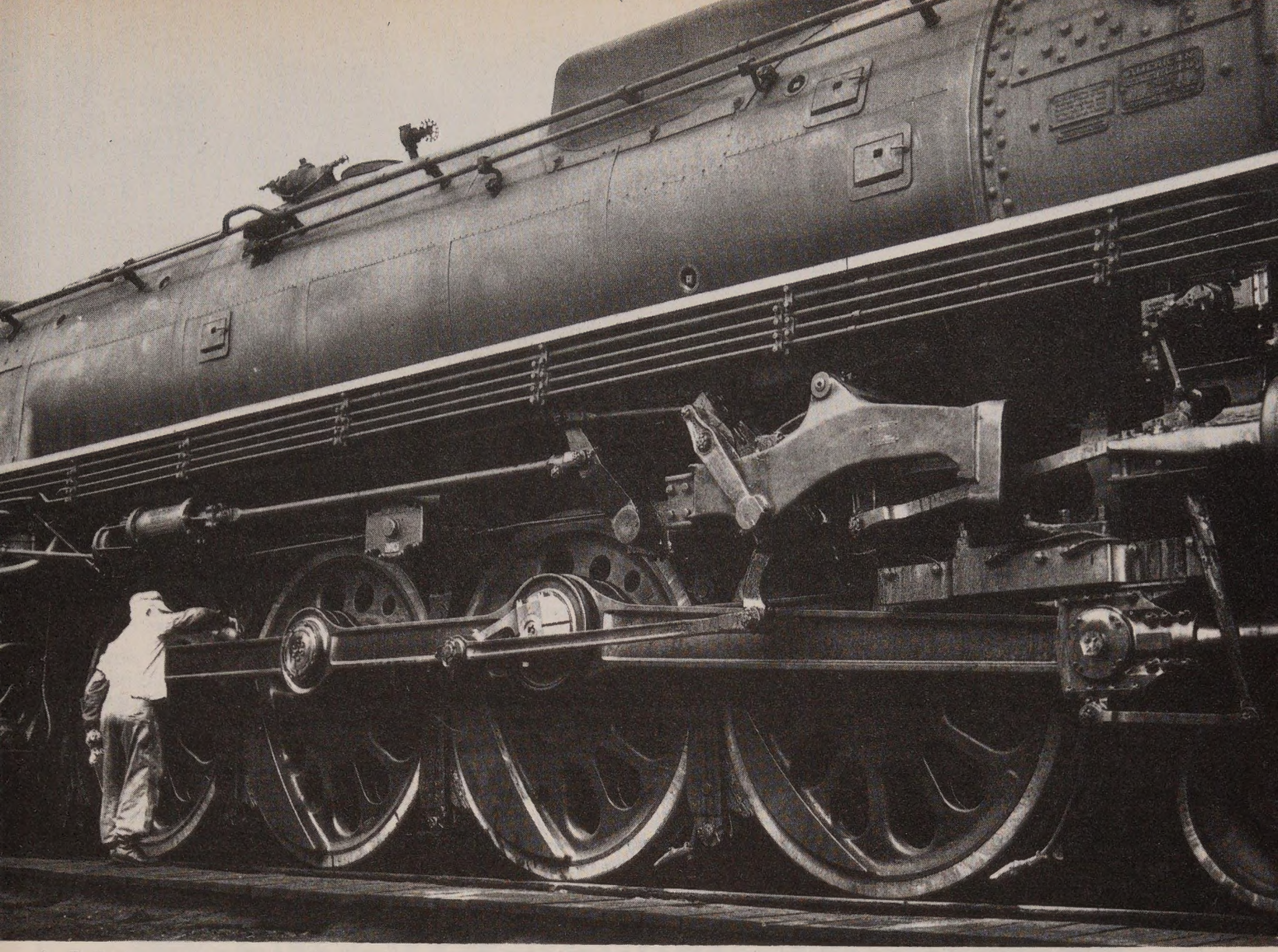
Blizzard in the Sierras

PETER JOSSERAND'S article, "Sierra Storm," in your March issue prompted me to tell you that I am very familiar with the area Pete wrote about in relating some of his experiences as might chief dispatcher on the Western Pacific at Sacramento, Calif., for I was WP chief dispatcher in that same area from 1943 to 1949.

In 1952, while I was assistant superintendent of transportation in San Francisco, preparatory to taking over the superintendency, the superintendent was holding down the fort in the daytime and I was in the office during the night, because of the severity of the storm.

As things got progressively worse, we held No. 17, the *California Zephyr,* at Gerlach and detoured No. 18 via the Southern Pacific over Donner. By the time it was evident we were not going to be open for several days, No. 17 was sent back from Gerlach to Winnemucca for detour over the SF. By that time the following day's No. 17 also was at Winnemucca and they moved on the block of each other to Sacramento and No. 18 again detoured via the SP.

When these two No. 17's reached Donner Summitt, No. 101, the *City of San Francisco,* was stalled by the snow at Cape Horn and a rotary plow was being sent from the west to open the line for them. The SP decided to send the two 17's down on the eastbound main to get around the trouble. The seriousness of the situation had not



Full-size engineer looks like a midget oiling alongside this giant New York Central 4-8-4 Niagara many years ago.

Ed Nowak, 466 Lexington Ave., New York, N.Y. 10017

yet developed and they let the 17's go by No. 101 without transferring the passengers to them. Unfortunately, their rotary got derailed and No. 101 was stalled for three days.

All SP operations were at a standstill, except working equipment. And, of course, no more detouring of the *Zephyr.* Faced with equipment at the California end and no equipment at the Chicago end, we had to find some other way. I had pointed out that the mileage between Oakland and Salt Lake City vs. the Santa Fe to Barstow and the Union Pacific to Salt Lake City was only 168 miles shorter. So it was decided to use this detour, which was done for several days. When things got organized, we lost only nine hours going via Barstow; and this detour was used several times while I was superintendent of transportation.—Grant S. Allen, 711 Spring St., Sausalito, Calif. 94965.

Our Monthly Newscast

ONE thing we miss. Since the formation of ConRail, we no longer get regular press releases from Penn

a few titles from our world wide range — the most extensive uniform series of pictorial railway books ever published . . . .

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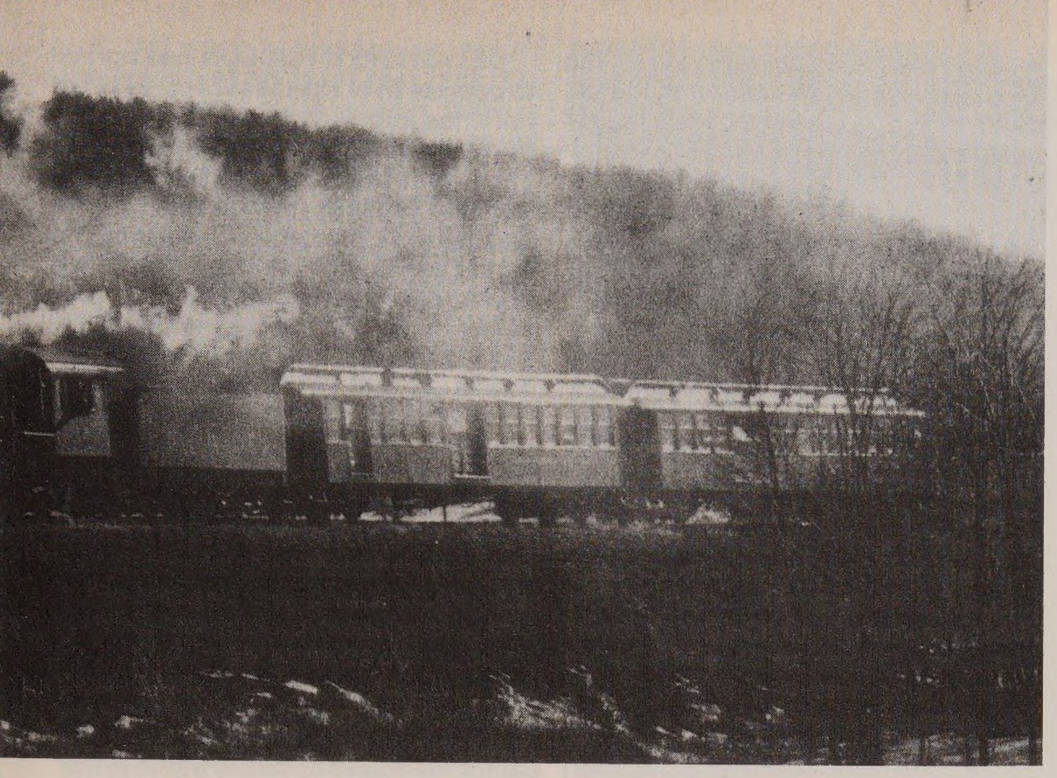
East Broad Top Mikes 12, 14, and 17 team up to create railfans' spectacular during annual winter weekend in February '76. Carole L. Richards, 102 Bainbridge St., Philadelphia, Pa. 19147

Central boasting of how much money it lost in any given period. The last such publicity handout, dated March 31, 1976, reported "a net loss of $43,102,961 for the first two months of 1976, compared with a net loss, restated to include Federal grants, of $52,269,266 for the same 1975 period." We have often wondered how a railroad could continue to lose about $20 million a month and keep on operating. Why bother about a mere $20 million? The biggest mistake ever made in railroad history, it appears to us, was the merger of two historically great rail systems, the Pennsy and the New York Central, into one ineffective and very-poorly-managed giant.

BURLINGTON NORTHERN'S unit coal trains are featured in "Theater

BEFORE YOU SPEND ANOTHER DOLLAR ON A TRIP TO SOUTH AFRICA THIS YEAR RST

here is what you ought to know—there is a 24 day tour, yes 24 days in Africa, total 26 days—September 6 to October 3, 1976 doing more of what you want and need out of a rail interest tour for just $1765. Theirs is 16 days, 12 spent in Africa for $885 more than ours. We concentrate on getting you to the places you want to visit and photograph as well as tape record using regularly scheduled train services offering higher variety of motive power. Then of course we motorcade the most scenic sections for the best of on film and tape you want to remember the trip with. Why spend $2650 when $1765 will do so much more for you. Among the reasons for the price difference is that we are not using a private train nor four color tour folders plus a sharp pencil. Write or call for our flyer RAIL STUDY TOURS-INTERNATIONAL P. O. Box #99, Vienna, VA 22180 (703) 938-4666 "We know what you want—we are fans ourselves!"



Cavalcade," a newsreel now showing in motion-picture theaters. Filmed in Wyoming and Montana and along BN's right of way, the segment shows how coal is loaded, moved to electrical plants in the Midwest and Southwest, and unloaded for the return trip to western coal mines.

THREE RAILROADS, the Milwaukee Road, the Chicago & North Western, and the Soo Line, announced that they are prepared to buy the assets of the Green Bay & Western, which serves much of the central area of Wisconsin, for $4 million in cash plus an offer to assume all of Green Bay's liabilities amounting to $21 million.

NORFOLK & WESTERN bought 120 miles of trackage and other property in five states on April 1 in connection with the ConRail setup. The price was over $2.1 million, plus an estimated future cost of more than $26 million to rehabilitate the tracks. NW's major buy was a 98-mile line and trackage rights between Cincinnati and New Castle, Indiana. Built in the mid-1800s, the line was assembled under Pennsy control in 1888. Its acquisition will enable NW to shorten its east-west traffic route up to 130 miles and speed transit time on transcontinental shipments. The new owner promptly began local service on this line.

ERIE LACKAWANNA has been granted $39,068,500 by the Transportation Department's Urban Mass Transportation Administration. This supplements funds already approved for design and engineering of the EL improvement program and to buy 160 new rail commuter cars. The additional funds allow for adjustment in the cost of the original car order and extension of the project from 160 to 180 new cars. With this grant, the total UMTA share of the project cost now totals $118.8 million.

In addition to the purchase of new cars, the program includes conversion of an antiquated 3,000 volt d.c. electrification system to a more conventional 12,500-volt 60-cycle system, extension of electrification from Dover to Netcong, 10 miles, the construction of stations, yards and shops and other improvements to track, signal, switch, communications and train control systems. The local one-fifth share of the total project cost is being provided by the New Jersey Department of Transportation.

DOGS that sniff marijuana while patrolling the airport at Albuquerque, N.M. for drug runners also meet Amtrak trains at the city's railroad depot and it pays off. City police arrested a man and confiscated more than 200 pounds of marijuana after a pair of dogs had led them to his suitcases.

GRAND TRUNK WESTERN on March 23 deposited $1.5 million with the U.S. District Court for the District of Columbia, handling the conveyance of railroad property of seven bankrupt railroads under the Rail Reorganization Act, and thus acquired 151 miles of Penn Central and Ann Arbor trackage and facilities in Michigan. The GTW operates over 1,200 mainline miles of trackage in Michigan, Indiana, Illinois and Wisconsin.

SCRAP-IRON thieves stole 44 tons of rails from the 28-mile Great River Railroad in Iowa. They just waved at

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By Robert J. Church

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The new Daylight book is 8½ x 11, heavy stock, hard cover with dust jacket, plan fold-outs in O gauge (¼" scale) each type! Full GS roster, too! O gauge elevation plans are direct from builder. Includes tenders, too.

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farmers who saw them taking up the track with acetylene torches. Said Larry Raid, co-owner of the line. "The farmers waved back, doubtless thinking the job was legitimate trackwork."

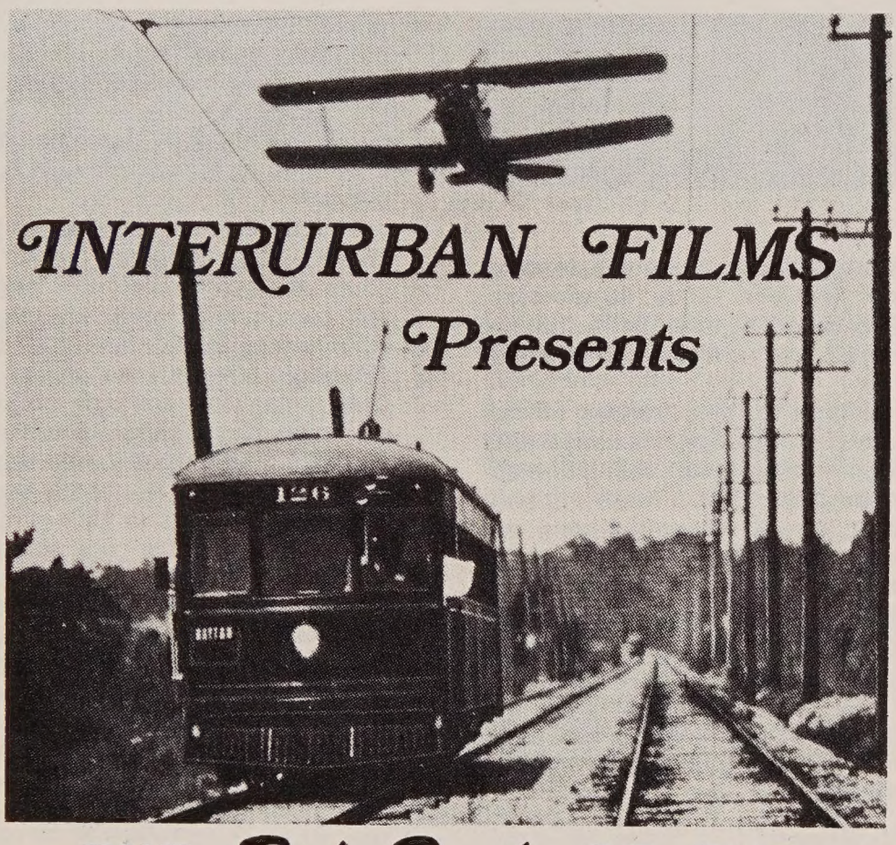
THE SURGING Cattaraugus Creek eroded a big chunk of its south bank, destroying 400 feet of single-line track of the Arcade & Attica Railroad at Arcade, N.Y. and threatening the large Arcade Agway complex and the adjacent SS. Peter & Paul's Cemetery. Destruction of the track, buried beneath tons of emergency stonefill, cut off the A&A from the Penn Central mainline, thus terminating the shortline's freight business.

A PASSENGER TRAIN recently smashed into a packed intercity bus 100 miles south of the U.S. border, killing 30 persons and injuring 75. The train—*El Rapido*, "The Fast One"—hit bus at a crossing at the village of Pitiquito, crushing many passengers. Others were killed or seriously injured when three cars overturned.

DELAWARE & HUDSON has agreed to operate over Northeast and Midwest rail lines into Buffalo, Newark, Harrisburg, Philadelphia and Washington. Thus both D&H and ConRail use the facilities formerly owned by the Erie Lackawanna, the Lehigh Valley and the Penn Central. The D&H agreement is a key to the government's plan to provide private rail competition to ConRail. Originally, the government had hoped to sell off more than 2,000 miles of track from the ailing lines to privately-owned railroads. That plan fell through when the Chessie System and the Southern were unable to reach labor agreements with employes.

SOUTHERN RAILWAY has cut its rates on transcontinental furniture shipments to meet and beat motor competition. Says Robert S. Hamilton, executive vice president, Marketing and Planning: "We lost much of our California-bound furniture traffic in the past year to owner-operators who carry furniture west and then transport California products unregulated on their back-haul east."

A YMCA FACILITY in Buffalo, N.Y., that served railroad workers for some 40 years with inexpensive rooms and food is being phased out. Operated by the Transportation Div. of the national YMCA, it is in a terminal building at the former Penn Central Frontier Yards. It includes a lunch counter, a concession stand, about 40 rooms, a lounge, and a locker room. For out-of-town railroaders the "Railroad Y" represented a convenient place to grab some sleep and a square meal before leaving on another run.



THE *Red Devils* OF THE CINCINNATI & LAKE ERIE

Here is a rare view of one of the nation's most colorful interurban railroads. **The Cincinnati & Lake Erie.**

This road placed in service in 1930 a class of unique high speed cars, dubbed the **"Red Devils"** by the company's president, Tom Conway.

Though the C & L.E. ceased rail operation in 1939, this extraordinary footage was filmed while the road was still in its prime in 1934 by Walter Druck.

A complete selection of detailed views of these unique cars are shown, then you climb aboard for a high-speed ride from Columbus, Ohio.

The spectacular airplane interurban race by the Pathé newsreel cameras is included in its entirety.

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A Night to Remember

ONE DARK, WINTRY, Sunday afternoon in 1922 a cold wind blowing out of the west howled down Proctor hollow and spent its fury on the joint yards of the Southern and the Louisville & Nashville. It was a good day to stay indoors, which I was doing when the Southern yardmaster phoned to say he'd like to see me. Bundling up, I hurried down to his office, wondering what he had in mind.

I was then a kid of 17 and had spent a lot of time in the yards since my 13th birthday, following my father, who was a car inspector and repair man, and other yard men going about their work. The yardmaster was a retired engineer getting up in years. He had a hard time throwing the Johnson bar on engines that did not have power reverse and would let me ride the cab to help him when he was turning locos on the wye.

This time I thought he wanted me to run an errand, as I had often done in the

past. But when I arrived at his office I was surprised to learn that both the third-trick and extra hostler helpers were sick and he asked if I could handle the job for one night.

"Yes," I said quickly, unaware that I was letting myself in for the longest, coldest, and hardest eight hours of my life. The Y.M. spent the next hour going over with me what had to be done. Then he said: "Go home, get some rest, and show up on the job at 9:30 p.m., when the second-trick man will explain your duties to you."

I did so. Promptly at 9:30, warmly clad, I reported for duty. I found the man I would relieve on one of the engines. There were three 2-8-0's, the 856, 869, and 735, along with No. 1069, the passenger locomotive on the Knoxville-to-Jellico run. All were banked in good shape, but a small 2-8-0, the 3456, stood on the washout track, cold and ready to fire up at about one a.m. so she could pull a work train at six in the morning.

In due time the man went home, leaving me with the care of many thousands of dollars worth of railroad equipment. The nearest person I knew of was the night operator on duty in the depot at the other end of the yard. It was very dark. Besides the wild wind, I kept hearing the persistent noise of an engine with a leaky valve on the air pumps, one of which would thump about every thirty seconds.

Grabbing my lantern, I went to the oilhouse for sticks of grease and a wrench to fill the side rods of the engines. I also needed a can of lube oil for the 1069's lubricator. While I was fumbling with the lock, I heard someone walking behind me. Being scared, I whirled around. To my relief, I recognized Sam, the passenger engineer who slept in an old coach next to the toolhouse and Y.M.'s office. Knowing me, he asked why I was working and then he put the bite on me for an extra pint of lube oil. In those days, they did not chain-gang the engines. Then men on regular runs were proud of them, had their names painted on the cab side under the window, and took good care of them.

After I had given Sam the oil, he walked back to the 1069 with me and watched to see if I filled the lubricator and greased the side rods to his satisfaction. Then he said good-night and left.

Next I took a broom and dustpan to the two passenger coaches and, turning on the battery lights, swept up all the candy wrappers, paper cups, cigarette butts, and other debris. After finishing this, I went over all the engines to check their fires and water.

The weather was still bitterly cold. Climbing into the cab of 737, I heated a cup of coffee on the steam dome. As I

Get along, little doggie! Inspection trip with section foreman on Carmi subdivision of CP Rail's Kootenay Division. Service was discontinued on Carmi in '73.

Hal Riegger, Star Rte., Box 217, Rough & Ready, Calif. 95975

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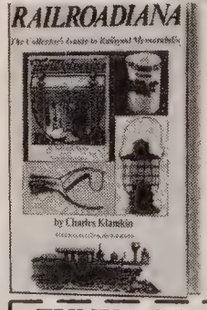

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CP Rail's high-speed tests of the IRC, deep snow and all, have resulted in a Canadian rail speed record of 129 mph.

Both photos this page from CP Rail

sat there enjoying the smell and taste of the hot Java, the engine seemed to lurch forward twice. Checking the reverse valve, I saw it was on center. But I recalled that about a year before, one had run wild in the yard, splitting a couple of switches before she was caught. Not wanting to let this happen again, I ran over to the toolhouse, got two nuts from arch-bar bolts, and attached one to each side of the main driver.

By that time I was ready to light the fire on the 3456 and I soon had it burning briskly. That night I recalled the old maxim, "A watched pot never boils," for I thought she'd never get up enough steam to crack the blower. Next I went to the sandhouse, put in some coal, and shoveled in wet sand; and there I had another surprise. Two hobos were sleeping in the warm sand! But they caused me no trouble and only wanted to know where they could get a southbound freight. It was getting close to 3 a.m., so I sat down in one of the engine cabs to eat a chicken salad sandwich I had brought from home.

The cold was really closing in then, as it does after midnight, and I felt sleepy, but dared not give in to it. Suddenly I heard an engine whistle, two long and two short cutting through the crisp wintry night. At first I thought it might be an extra with empties and that I'd have to clean the fire and service the engine. Then I realized it was a chime whistle, none of which were on the Coster Division; so it must have been coming from miles to the west on the CNO&TP "rathole" division. Yes, I decided, it was the *Carolina Special* westbound between Pine Knot, Kentucky, and Oneida, Tennessee, and the wind was carrying the sound across the mountains.

After drinking another mug of coffee, I went back to the 3456, worried lest I might not have a head of steam up by the time the work-train crew reported for duty. I must have had the luck of a greenhorn, for finally the needle nudged up on the steam gage enough to open the blower, and I had it made.

Soon streaks of light began to show on the hillsides. The sun was coming up and the early risers were getting ready for work. In addition to loaded gons, I caught sight of people walking along the track with tow sacks, picking up good-sized lumps of coal that had fallen off the cars.

At 5:15 the engine crews started to show up. Then the Clearfork Mine run and the helper crew was busy switching cars in the yard. The fun started as they tried to move the engine on which I had placed the nuts under the driver. Running over there, I got them out while listening to a few redhot swear words.

Up Proctor hollow puffed the engine that the Southern had leased to the Proctor Coal Company. Her whistle was working overtime to let the company store manager know they were on their way to pick up empties and he could hurry down to ride back to the mine with them. Then the first-trick man showed up; and one tired boy, meaning me, climbed the hill back home to get some sleep.

When the first of the month came around, I lined up with the rest of the yard crew and got my small check for that night of hard work. It was work I'd never forget. I hoped later on to become a fireman, but by the time I was 21 it was not to be. The Depression of 1929 was on. Men who had been running for years were cut back to firing, so I headed north to seek other work.

But I never lost my love for steam locomotives. Several years ago I stood halfway up a mountain side on Highway 550, overlooking the D&RGW town of Silverton, Colorado, and watched narrow-gage engine 476 come blasting out of the San Juan River gorge with her reverse set in the "company notch" and a full load of exhuberant camera-toting railfans and kids who'd never see 2-8-0's and giant Mallets speed down the track.

With the vanishing of mainline steam, the romance went out of railroading, although the 4501 and a few other steamers throughout the country keep pounding the rails to give young

CP Rail has taken delivery of 54 air-dump cars, valued at about $2.7 million, for use in track maintenance programs. Line has 240 in service.

excursionists a glimpse of the past.—George Hickey, Jr., 576 Delta Ave., Cincinnati, Ohio 45226.

Canada Heard From

GILLES WHISSELL of CP Rail has toured more than 275,000 miles by train, company cars, and private automobile over the entire Atlantic Region since Jan., 1961, for first aid.

His experience is impressive. He has not only looked after organizing and staffing first aid classes and lectures for employees, but has often been called on to personally attend special events in case of emergencies. Like the opening of Le Château Champlain at Montreal and the launching of M/V *Princess of Acadia.* For the past 12 years he's been on hand at Palais Station during the Quebec Winter Carnival.

"It's quite a busy time," he told a *CP Rail News* writer. "I've treated a good many cuts and bruises and taken care of a lot of drunks. But it isn't so bad now as it was when we ran special trains to the Carnival. I was extra busy then. I was working with Canadian Pacific constables because I was asked to help them out. But usually they ended up helping me."

He has also been on hand to treat injuries resulting from crossing accidents in his territory on the CP Rail line between Trois-Rivières and Quebec City.

One incident stands out in his memory. It happened in 1951. On arrival at work, an associate informed him that the newly-opened Duplessis bridge across the St. Maurice River at Trois Rivieres, his home town in Quebec, had collapsed. Gilles didn't believe him, but rode a taxi to the site to see if it was true. Unfortunately, it was.

"The minute I got out of the cab, chief of police saw me and yelled, the chief of police saw me and yelled, 'You're on duty.' That day I spent hours out on the ice helping to haul bodies from the river."

CP RAIL has set a new Canadian rail speed record, 129 miles per hour, in a high-speed test for the new LRC train. The previous record, 112 mph, was made by a CP Rail steam locomotive in 1936. The new record was achieved March 10 on the Adirondack subdivision just east of Montreal. Another Canadian record was set when the LRC averaged 124:5 mph over one mile of track.

GOVERNMENT assistance in transportation should be limited to areas where "transportation needs cannot be met by financially self-supporting systems," Canadian National president Robert Bandeen said. He pointed out that rail rates would become higher than ever before if government initiated a "cost-plus" formula where all commodities were carried at a uniform mark-up added to service costs. Railways must vary the percentage of the mark-up on different commodities, he argued, in accordance with volume, availability and competition.

He Was a Logging Engineer

MY HUSBAND, A.S. Clawson, Jr., is one of the few remaining Heisler and Shay engineers from a logging railroad who finished his career with 27 years on the Southern Pacific. He operated both steam and diesel engines on the SP and fired the 3700-series engines for six years over the Siskiyou Mountains from Ashland, Oregon. This was the steepest piece of track between Portland and San Francisco with a grade of 4 percent at the old Gregory Siding. Of the four tunnels, No. 13, of D'Autremont train holdup memories, was the longest and hottest between Ashland and Hornbrook, California. Before they spaced the helpers in the

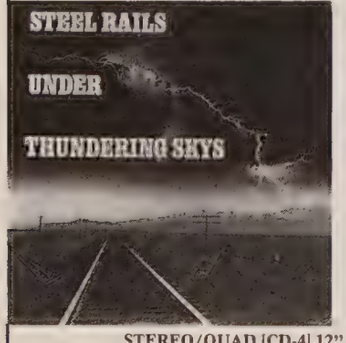
Pickering Lumber Corp. 101 heads afternoon log train up grade from Beardsley to Schoettgen Pass, Calif., in June, 1963. John C. Illman, 7400 Errol Drive, El Cerrito, Calif.

train, the fire would go out in the last engine due to lack of oxygen. Of course the engine crew wore respirators.

Previously, he had gone to work on the Oregon Central & Eastern, a logging railroad mostly, from Klamath Falls to Bly. It was operated in alternate years by the Great Northern and the SP, using their own equipment. At the time, the engineers had a strict seniority agreement whereby they could fire when they could not go out that day as engineer.

RECORD of the MONTH

SB 4505 Steel Rails Under Thundering Skies



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Meanwhile, he went to work for the Ewauan Box Company's logging railroad, which ran from Bly to a camp 15 miles east on Quartz Mountain. It was a steep railroad of 3½ to 5 percent.

This was their main line. The last branch line at this camp ran south into the Shay's logging area where the woods crew worked. The grade for the Shays and Heislers was 7 percent on one steep pitch, and this was where my husband came to admire and respect the Shay and was disgusted with the Heisler.

They joked about the box on the back of the Heisler for the parts that fell off it en route. As soon as a man was found for this "woods" job he returned to the regular engine on the mainline from camp to Bly. A 1925 rod engine with a Walshaert piston valve gear and saddle tank was used. It weighed around 125,000 pounds, carried 2,000 gallons of water and 1,000 gallons of fuel oil. It was a 2-8-2 with 200 pounds of steam pressure.

The lead drivers were "blind."—that is, they had extra wide tires with no flange so that the engine could go around the sharp curves without climbing the rail. The cars of logs derailed on the average of once or twice a week.

My husband was a fireman mostly, the crew trading off during the week. In the years he worked there, seven different engineers who either quit or were fired for various reasons. One had a runaway, but the cars all remained upright and alongside the rail in places. The frozen track helped.

They logged all winter long, even in deep snow. Another time the engine took off over the bank. Most every day something interesting happened. But once he had to stay with the engine and keep it hot, even carrying some water for its tank until the track was repaired.

My husband says to "knock it off"; he's tired of answering my questions.—Mrs. Winnifred Clawson, Klamath Falls, Ore., reprinted from *The Locomotive Engineer.*

Overseas Railroading

QUICK-THINKING Ron Miles prevented the derailment of a British Rail passenger train a few weeks ago after he had discovered that vandals erected a barricade of concrete posts and railroad ties on the track near Abbey station at St. Albans, Hertfordshire. Using the red light of the bicycle he was riding, he flashed a warning to a diesel-powered MU train bearing down on the obstacle. It stopped 200 yards away. Although Dr. David Simpson, the London-Midland acting division supt., thanked Ron for having saved the train, he criticized the hero for having taken a short cut which enabled him to find the barricade, saying that in doing so he had trespassed on railway property!—Paul Wilkins, 121 Wycliffe Rd., Northampton, NN1 5JJ, England.

THE ORIENT EXPRESS regularly roars through the Simplon Tunnel underneath the Swiss Alps en route from Paris to Istanbul. Its passengers hardly give a thought to the mighty engineering feat represented by the 12½-mile hole cut through solid rock. In 1956, Switzerland issued a stamp for the 50th anniversary of the Simplon, a di-

rect, all-weather link between Switzerland and Italy.

Builder of the Simplon—the world's longest railroad tunnel—was a German engineer, Alfred Brandt, who invented the rock drill. Work on the tunnel was begun in 1898 and completed in 1906, the year *Railroad Magazine* started and year of the San Francisco earthquake and fire. The Simplon is a mile underground at its deepest point, under Mount Leon.

WHEN an English prison door clanged shut on Thomas Wisbey he was a podgy 33-year-old, successful bookmaker . . . and Great Train Robber. Twelve years later he stepped to freedom a changed man, his face ravaged by the long years of waiting. It was the moment he had dreamed about through 4,350 nights in 12 prisons.

That moment came last March 15th on a cold, rainswept morning in Maidstone, Kent. Thomas William Wisbey, husband, father, and grandfather was free.

He and the other eight jailed train robbers involved in the robbery of 2½ million pounds from the Post Office were sentenced to a total of 238 years. Only three of them are still behind bars. This information came to us in a newspaper clipping from British Rail employee R.E. Ruffell, 2 Victoria Villas, High St., Little Sandhurst, Camberley, Surrey, England. *(Ed. note:* Mr. Ruffell has an almost complete file of *Railroad Magazine* since Dec. 1929 and wants to know how many other readers have the same.)

SMOKERS and non-smokers no longer share seats on an equal basis in Swiss National Railway trains. The management allots non-smokers two-thirds of the space on all new passenger cars on its long-distance domestic lines. The decision was made after 10,000 people were polled and 55 percent said they were non-smokers, compared with 30 percent who said they smoked and 15 percent who expressed no view on the smoking issue.

SIR RICHARD MARSH, head of Britain's deficit-ridden rail system, says he will resign when his five-year contract ends in September. He admits being exasperated by Government tampering with the railways and by speculation over his future as chairman of British Railways. Many critics have blamed chronic overstaffing—there were 255,900 rail workers at the end of 1974—but Sir Richard blames shifting government policies, first building up the railways, then cutting back.

"We spent the second part of last year getting rid of the staff we recruited in the first half," he says. "There is a limit to the amount of times you can turn in your tracks."

THE FIRST big station built in Great Britain this century, Birmingham International, destined to be the gateway to Britain's National Exhibition Centre, is now doing business. Queen Elizabeth officially opened the Centre on February 2, but work on the building will not be completed before June.

A DOZEN gunmen, suspected to be members of the "Irish Republican Army," held up the Cork-to-Dublin night mail train on March 31 and snatched up to $2 million in used bills, apparently to replenish the outlawed organization's war chest. In a raid reminiscent of Britain's 1963 Great Train Robbery, the gang, dressed in railwaymen's clothes, grabbed 12 mailbags containing about 700 registered letters, including some bank packages ranged up to $2 million.

A GOODWILL British Rail train was wrecked internally the other day by soccer fans on a journey of nearly an hour that should have taken only ten minutes. They smashed windows, ripped out 85 light bulbs, destroyed seats and fire extinguishers. And they pulled the emergency cord so many times that the train lost nearly 50 minutes. It had been stuck in a tunnel for 40 minutes, holding up all other traffic.

The soccer special had been a last-minute "good deed" by British Rail after 1,300 fans turned up at Rotherham station for a train back to Sheffield. The Sheffield fans had seen their team beaten 1-0.

Normal services could not cope with more than 400 of the fans so an extra train was put on for the other 900 but even before it left the station the soccer enthusiasts managed to smash 35 windows, a telephone kiosk, litter bins, and chocolate machines. That, you might say, is sportsmanship. ●

Philip G. Doran, 1447 Elizabeth Ave., Marinette, Wisc. 54143

Chicago & North Western SW-1 on the Menominee River bridge at Marinette, Wisc., Oct. 29, '75. EMD had just crossed over small island in river shown at right.

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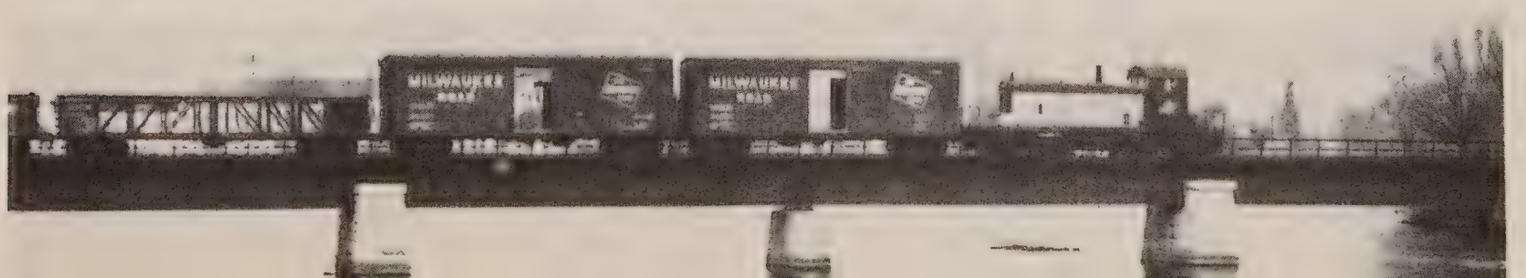

PASSENGER LOCO HITS A TANK TRUCK

ONE DAY, while I was firing the *Asheville Special* on the Southern Railway many years ago, I flirted with death in a collision between our locomotive, an FP7, and a huge tank truck that unexpectedly blocked the track in front of us.

The *Asheville* ran between my home town of Asheville, N.C., and New York City. One person who liked to ride it was a friend of mine, the novelist Thomas Wolfe. Both of us were born in Asheville, he in 1900 and I in 1911. You may have read his books or seen movie versions of them. They include some of the most beautiful passages about railroads I have ever seen.

I was thinking of Tom Wolfe in the early morning darkness that day on my 173-mile run with train 15 over the Winston-Salem Division. Heading the *Special* were a pair of FP7's pulling a mail car, a baggage car, day coaches, a diner, and three Pullmans. I was firing for Bob Christopher and trying to absorb some of his skill in train handling.

Before dawn, we came to Hickory, N.C., a town noted for its furniture factories, to unload mail, express, and day-coach and Pullman passengers. I glanced at flagman Bill Whitson, who was talking to a pretty girl with neat breasts and well-turned legs and taking twice as long as necessary to assist her in boarding.

As usual, the interiors of the day coaches were scenes of sprawling passengers in awkward positions, sleeping their lives away. A few deadheads in the smoker were gazing out the window. A lone railfan boarded the train (there weren't many railfans in those days) and asked the conductor when we'd hit the Blue Ridge Mountains. Engineer Bob Christopher was sipping his customary coffee, fresh from the diner—his 35-cent tip always did the trick with one of the cooks. Nobody, including myself, was aware that very soon fate would bring a dangerous tanker into our midst.

We were running a few minutes late when the conductor's lantern gave an "all aboard." The speed limit through Hickory at the time was 45 miles per hour. After carefully accelerating with the first few notches of his throttle, Bob had the train in the wind, perhaps cheating a little on the speed restriction but bound for Asheville, with a continuous series of whistle blows over the many crossings.

A tank truck was rumbling ahead of our train, on my side, along a highway parallel with the tracks, but I saw nothing to worry about. Surely the driver could hear our whistle and see our headlight. Besides, no driver would try to beat a fast-moving train—unless he were asleep or crazy or under the influence of liquor or drugs.

But suddenly this one, without stopping or looking, slowly turned to cross right in front of the *Asheville Special!* The tanker's slowness and our speed made a crash inevitable! I heard a split-second sound of air application as Bob placed the automatic brake in emergency position—we call it shooting the air, or brakes. Despite the flash of unbelief and horror on the hogger's face, he didn't utter a word.

For an instant I was glad no women or sissies were in the cab to wail in panic. It seemed that Fate had decreed I'd soon be a fiery corpse. Bob and I would face death quietly. I had often sough dangerous jobs; I had fired and run locomotives, driven a fire truck, flown an airplane, filled a dozen railroad jobs, faced angry strikers and criminals while working as a newspaper photographer, and steered the craft *Sidney Ketchikan* along the Alaska coast, but now my adventuresome life seemed about to end!

My main concern was for the passengers. Would the day coaches or Pullmans stop even with the burning truck and trap helpless human beings inside? Should Bob have placed the brake in service application with a few pounds of air reduction to clear us before stopping?

Well, the tanker's can cleared the tracks a moment before we smashed it squarely in the middle. Brakes screamed, the sliding wheels sputtered spark pinwheels, and Bob grimly held onto the brake valve and whistle cord. The impact was terrific. The tanker overturned and bounded ahead of the locomotive, crushing open our front. Fluid rushed into our cab, engulfing us in a sticky morass. But the climax was like a comic opera—we had hit a glue tanker! Glue is used by furniture plants in the area.

Thank God, glue, not gasoline! The motor vehicle which our FP7 had hurled clear of the tracks was standing but a few feet from the first day coach. If it had been an oil tanker in flames, dozens of passengers might have burned to death. Bob radioed the bad news to the dispatcher. When the police arrived they could not find the truck driver. Reportedly, he had run a mile without stopping and was, of course, fired as soon as his employer learned what had happened.

This was only one of my close calls aboard a locomotive. I can still see the truck driver sprinting away in the early morning darkness while Bob Christopher was walking around shoe-deep in glue. It would have made good material for one of Tom Wolfe's novels.

(Editor's note: Frank Clodfelter, author of this true tale, who is a widely-known railroad photographer as well as a Southern hogger, will be our "Interesting Railfan" in August issue.)

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Interesting Railfan No. 162

OLIVER JENSEN

by Freeman Hubbard

NO WONDER Oliver Jensen became the editor of *American Heritage* magazine. He was born in the days of nickel beer, penny postcards, and arched windows on the steam cars. Actually, on April 16, 1914, at Ithaca, N.Y., on a street named for Simeon DeWitt. That gentleman was the geographer to General Washington's Army who later became surveyor-general of New York State. The father of the Erie Canal, DeWitt Clinton, likewise was named for him. So was the first locomotive on the pioneer Mohawk & Hudson, the *DeWitt Clinton,* a name given in savage irony because the canal interests were hostile to the new railroad.

All of which is about as dim a connection as you could establish, at birth, with the iron horse. Also by stretching a point, Oliver had railroaders in his family tree. An iron-foundry owner named Charles Tayleur helped George Stephenson in building some of his early locomotives. Tayleur was a remote forebear of our hero's English-born mother. The subject of this sketch also had a few distant cousins employed on the old Norwich & Worcester in the late 1800s.

Maybe we'd better forget the whole business and start with his father, a professor who taught English at Yale, Cornell, and Connecticut College in New London.

"My father," Oliver recalls, "took me on trains, steamboats, and interurban trolleys; but my grandfather, also a teacher, showed me the Norwich trolley car barn, a joyous experience from which I have yet to recover. Together we traced vestiges of the Norwich & Westerly interurban that were still visible in the mid-thirties."

Grandpa taught chemistry and Lord knows what else at Norwich Free Academy. Electrification of the horsecar lines was a big moment for him. Some farmers were alarmed at the prospect of being electrocuted if they should step on the track or drive their iron-rimmed wagon wheels across it because a newspaper had announced that "the current returns through the rails." The track passed by the Academy. Grandpa, being the town scientist, was asked to reassure the rubes. After his explanation and while a nearby car began to move, he deliberately stepped onto the gleaming rails. His survival convinced even the most fearful.

You and I, of course, never appreciate what we have until it vanishes. Oliver was like that, too. He grew up amid railroads and trolleys, naively supposing they'd never change. Today he knows better.

At the Parade in New London, Conn., a square which was near the old brick railroad station and the big New England Steamship Line dock whence the New York boat sailed every evening, trolleys rolled in from all the city lines, while big lumbering interurbans of the Shore Line Electric Railway came from New Haven. Other cars sped eastward to Stonington and Westerly, Rhode Island. Alas, Oliver never went the full distance on either one, although he often rode to Norwich on the Connecticut Company line, and went further to South Coventry and Taftville on other routes.

He didn't ride the Central Vermont, either, until the steam excursions of the 1950s and '60s, although he's been riding the main Shore Line of the old New Haven Road nearly all his life (and watching it go slowly downhill).

ONE DAY, just before World War II, hearing there would be a "last car" on a trolley line in New York, he decided to take it; but was surprised to find it was mobbed and, indeed, so was a whole procession of "last cars" lined up to accommodate what turned out to be organized fan groups. Imagine! Other people with the same feelings about trains and trolley cars! Around that time, Oliver discovered *Railroad Magazine,* to which he sent a picture he had taken in Florida of an old woodburner on the Live Oak, Perry & Gulf, which in due time we published.

Somehow, that published photo came to the attention of John Shaw Billings, who was then managing editor of *Life,* and apparently it gave Oliver's journalistic career a slight nudge forward. You see, Oliver was one of *Life's* editors in the 1940s, while Billings was a railroad enthusiast and may have

Two of our Interesting Railfans: Oliver Jensen (left) and Lucius Beebe at a cocktail party in the early 1960s.

(Top) Opening day, July 29, 1971, on the Valley Railroad at Essex, Conn., shows first train nearing depot. Mrs. Jensen (right), who decorated Prairie 106 with flags for opening day trips.

been impressed by the fact that his young colleague was another steam fan.

Naturally, Oliver began to take more railroad pictures, now that the respectability—indeed, the worth—of such bizarre activity was assured; and he has been at it ever since. However, he limits himself mostly to antiquities—the small and peculiar, the ailing branch line, the little steam engine, the more senior trolley. For him there is an appeal in the small, the threatened, the extinct. Oliver passes up opportunities to cover the mainline, the Big Boy, and the diesel.

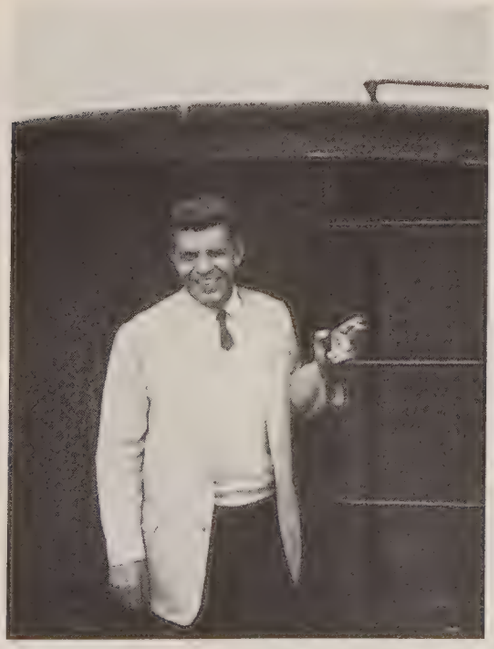
Having discovered the *Official*

Guide also, he began to visit oddities like the Grasse River Railway, just off the Adirondack Division of the New York Central, and got to ride its old bus on railroad wheels (the steamer was cold!) and inspect a yard full of antique cars which—if they still existed—would make a tourist railroad of today drop everything to save them.

Among the relics were, for example, two old wooden coaches with the words "Wagner Palace Car" still visible on the letterboards. He also rode the New York, Ontario & Western, the Narragansett Pier, and others of that ilk. Led on by a then-new railfan friend, Edgar T. Mead, he joined the Branford Electric Railway during its birth throes, and got to drive his first spike and dip his first railroad paint-brush. On Edgar's advice, and sometimes companioned by him, Oliver occasionally visited England during the last decade of steam. From those years he has a great load of color slides of main-, tourist-, and branch-line "action," I believe the word is. He saw a lot on the European continent as well, his old Argus C-3 performing yeoman service.

"Oliver is a perfectionist," Ed tells me. "This you can see in all his writings, in the magazine *American Heritage*, and especially in his latest book, the *American Heritage History of Railroads in America*. And he is a great raconteur. His stories and personal charm are a feature of every dinner party he attends. I consider him one of the leaders of the railroad situation in America. He writes, he organizes, he administers. Back in 1956 when the Jensens and Meads were on a vacation, we came upon the Argent Lumber Railroad at Hardeeville, S.C. My wife, a born bargainer, talked the mill owner into running a steam train; so we all had a private trip through the river swamps. That is but one of many rail adventures Oliver and I shared."

Ensign Oliver Jensen, sir, aboard old four-stacker *U.S.S. Babbitt* at Iceland base, November, 1942, just before returning to North Atlantic convoy escort duty.



Our hero at Edaville R.R. in 1962.

ANOTHER of No. 162's best friends is Rogers E.M. Whitaker, widely known as "Frimbo," who is on the editorial staff of *The New Yorker* and was one of our *Interesting Railfans.*

"The first thing you notice about Oliver Jensen," writes Frimbo, "is that he has such a good time merely indulging in the act of living. The next thing is that most of his zest for life derives from the fact that he's an irredeemable railway buff. And then you discover that his wife, Alison, not only indulges but abets him in his hobby. A look at his country house, on the Connecticut seashore and conveniently near his most favorite toy, the Valley Railroad, reveals not what could be expected—an array of nautical Americana—but a prodigious collection of all sorts of loving memorials to the American railway, not only photographs but many objects of art.

"And his conversation, wherever it begins and whatever the original topic is, veers slowly to a discussion of passenger trains and what can be done to save them. He travels in them whenever he can, and I have made many a journey with him. The most notable one was to Ireland, whence had come the dismal news that most of that country's narrow-gage steam railways were to perish in a matter of months. The object of our rescue party was to acquire—and ship to the United States—whatever steam locomotives and passenger cars we had enough money to buy, to keep them out of the junk dealers' hands."

While on that trip in 1959 with Ed Mead and Frimbo, Oliver put in several delightful days of narrow-gage railroading in Ireland. The Donegal Railways were then still intact, but on Sunday ran no steam engines and few trains. Since the Three Musketeers' schedule unfortunately required them to visit there on the Sabbath, they timidly inquired about the possibility of riding behind steam.

The reply was a question: "Would you like to rent a special train?"

The fans hesitated. Could they

afford it? The price was set at $50 in U.S. money, split three ways, Oliver joyously accepted, this being one of the best deals he has ever made. In due time the little party arrived by standard-gage at the border town of Strabane. There they found, across the platform, a great miniature consist waiting on the three-foot tracks: a steam engine, a special saloon car, and a string of less elegant coaches coupled on behind. A formally-dressed railroad official accompanied them to make sure everything would go well. Oliver sometimes wonders who the railway company thought the visiting Americans were.

Anyhow, the "Innocents Abroad" wound up by riding all the lines, including a branch to Killybegs, on the wild, beautiful Bay of Donegal. The arrival of a special train, disgorging such a small party, the deferential official and his assistants, and the impressive air of "Frimbo" Whitaker, attired in a company-director dark suit and black homburg, somewhat overawed the little village of Killybegs. As they entered a pub, the barkeep came forward obsequiously to ask the distinguished visitor: "What will you have, my Lord?"

A BY-PRODUCT of that Irish tour was the discovery by Ed Mead—who already owned one engine, a three-foot-gage Shay—of the fact that the Cavan & Leitrim Light Railway was being torn up. Running the work-train taking up the iron was a 4-4-0 (tank), the *Lady Edith,* built by the Robert Stephenson Works at Newcastle-upon-Tyne back in 1887. A veritable Methusaleh! What was to be her fate?

"The scrapyard," said the manager sadly.

Ed inquired the price, enlisted his two companions to go three even shares, and thus acquired not only the *Lady Edith* but also three "carriages," at a price so low as to have raised a blush even on the hard features of a Dan'l Drew.

The little wooden cars, two coaches, a guard van (caboose) with a tiny bay window, and a four-wheel luggage van, so-called, were simply thrown in by sentimental Irish officials, happy to think this equipment would survive in the New World.

The real expense, of course, was shipping the little train to America, which was done for a king's ransom as deck cargo under tarpaulins on a freighter to Boston. As the spendthrift owners and a crew of hard-eyed Irish-American longshoremen watched at the dock, the *Lady Edith* swung off the ship on a crane and was gently deposited on a flat-bed trailer. The tarp was whisked off to reveal, chalked in large, neat letters on the tank, the words "Remember Ireland," and a shamrock. I suspect there was not a dry eye on the pier. The longshoremen, in a most unusual gesture, found they could not take money for their labor. However, large sums seem to have leaked away ever since into the *Lady Edith,* her little retinue, and a number of moves which finally deposited her, years afterward, on the rails of the Pine Creek Railroad at Allaire State Park in New Jersey. The Irish Train is now a jewel of Pine Creek's fine collection and operates as well on coal as on the "turf" (i.e., peat) of Ireland.

Later, back in the States, our hero got involved in an American locomotive which a small group bought in Alabama, namely, No. 103 of the Sumter & Choctaw. Oliver and his associates called themselves the Empire State Railway Museum and plunged into a standard-gage weekend operation at Middletown, N.Y., on a shortline between that city and Unionville near the New Jersey border.

Unhappily, Middletown is off the beaten track. So when they ran trains behind puffing old No. 103 they got very few riders. The largest contingent was often provided by good-natured lunatics from a local asylum! The latter would come guarded and tied together with ropes, which was only a slight advance over the couplings and general condition on the railroad train itself. A few years later, No. 103 and her train—and old Chicago & North Western combine, a Lackawanna coach, a drover's caboose from the Cotton Belt, and other museum pieces—came to the Valley Railroad at Essex, Conn., to find a new life.

Oliver getting up a sweat working on *Lady Edith,* parked at Wakefield, Mass., in 1960.

It operates now as a standby to Old 97, the larger Consolidation, which has hauled Valley Railroad consists since they extended beyond three or four cars.

IF ANY ONE of you out there in railroad land has never heard of the Connecticut Valley Line, you should know that this is one of the luckiest and most successful operations in the world of modern tourist operations. It leases from the state 21 miles of line (not yet all restored) along the western bank of the lower Connecticut River. The area resembles the lower Hudson valley but on a smaller, more intimate scale, its banks dotted here and there with towns like those in Currier & Ives prints, its hillsides unscarred by industry and development.

On a roadbed rescued from overgrown trees and underbrush, and restored by volunteers from the Connecticut Valley Railroad Museum, it runs a full schedule of trains behind steam in cars in the style and livery of the New Haven Railroad in the 1910-'20 period, with a ridership that has steadily grown from 15,000 in its first year (1971) to 84,000 in 1975.

Visitors who come to the old station at Essex do so, I think, because of the quaint train and old-style railroading down to the very uniforms and tickets, grill car, gift shop, and exhibits. Not even a whiff of Disneyland! Furthermore, the Valley's trains connect with a riverboat to give them a nostalgic cruise, passing the old towns and various notable sights, from Goodspeed's Opera House at East Haddam to the great stone castle of the late William Gillette. You may know that Gillette created the role of Sherlock Holmes on the American stage, and his castle is as eccentric and full of surprises as was the great detective.

The Valley Railroad is located at a major exit of a major motor route, Route 9, through Connecticut, and just off I-95, above Old Saybrook, Connecticut. Oliver's part in this as president for the first three operating years was sheer joy, despite all kinds of birth pangs. Since then, as chairman of the board while W.S. ("Pete") Tower has held the president's chair, he continues to marvel at the visitors, the volunteers, the volume of restoration that has taken place, and the crowds of riders.

OLIVER says he is not in the slightest mechanical or handy with tools. He confesses that he is impressed with all the pipes on the side of the locomotive but not certain where most of them go and whether by drilling a hole in one he should strike "water, steam, air or, perhaps, molasses." Since there are no end of people around who understand these arcane matters, he doesn't worry about them. "I am good enough," he adds, "at painting under orders, selling tickets, stamping them with the proper old-time flourish and a few matters of business after the treasurer and the superintendent have explained them." He also succeeds rather well at picking up trash and is a good drum-beater, possibly because he is quite tall, with a head of white hair visible at some distance, and has a substantial voice, or so he says.

Our *Interesting Railfan* grew up in New London and went to its public schools until sent off to Phillips Academy at Andover, Mass., which he used to reach by riding the green plush of the Boston & Maine; and then to Yale, where he graduated in 1936. His first job was on the *Literary Digest,* which was just then predicting that Alf Landon would sweep Franklin D. Roosevelt out of office. This stance was so preposterous that Oliver left, after literally one week, when a man in a bar (a respectable bar, I hasten to add) offered him a job with the radio company which produced "Gangbusters" and "We the People." Thereafter, for a while, Oliver wrote turgid dialogue at $20 per week. Later he held several advertising jobs, and worked for the old *Judge,* a humor magazine which expired, like the *Literary Digest,* the very next year.

Meanwhile, he had been selling articles to *Life* and was given a job there early in 1940. He wrote profiles and articles long and short, and then began to edit various departments: "Speaking of Pictures," "*Life* Goes to This or That," movies, and other "back-of-the-book" matters.

"It was a wonderful, lively place to work in those days of *Life's* youth," he tells me, "with no television to compete with and everyone in America eager, it seemed, to get his or her face into its pages."

Invited guests flanked Oliver (center) on that hot and sultry opening day, not only to pay homage to the Valley R.R. but to honor the anniversary day of the first train up the valley in 1871. Later the little 2-6-2 started on her run.

Shortly after Pearl Harbor he managed to get commissioned into the Navy and aboard a fast but ancient four-stacked destroyer named the *Babbitt.*

"We served throughout the filthy winter of 1942-'43 in escort of convoy in the North Atlantic," he recalls. "It was the stormiest one in many years, and the worst for submarine wolf-packs, the one in which Admiral Doenitz and his U-boats made their greatest and, at times, very nearly successful effort to close the sea lanes to Great Britain. We lost a great many ships until the escort carriers extended air power over the areas where the enemy had long been almost immune.

"Later, the *Babbitt,* with me aboard, left her Iceland base and escorted convoys from the Caribbean and the States to North Africa. Prior to that I had several interesting leaves in Ireland and England—including a little train-watching in a country almost devoid of civilian gasoline and using every piece of the most antiquated railway rolling stock imaginable. About the only good thing about war is that it confines so many cars and trucks to their garages."

STILL LATER, Oliver got on the aircraft-carrier *Yorktown* and saw action in the Pacific, out of which he wrote his first book, *Carrier War,* which came out in 1945 and made the best-seller lists. A large part of it was published in *Life* too, and he returned there in early 1946 to run various departments and wind up as the articles editor. His late chief, Harry Luce, liked to tub-thump for free enterprise; and about 1950 our *Interesting Railfan* quit to try some himself. First, with two partners, Joseph J. Thorndike, Jr., and James Parton, he started a small publishing firm. Out of that, in 1954, they launched the well-known hard-cover historical magazine *American Heritage,* with Parton as president and Oliver Jensen and Thorndike the original editors and Bruce Catton their most brilliant historian.

Thorndike admittedly is no railfan. Says he: "On the two occasions when I had the pleasure of riding the Valley Railroad, the train ran on time, made all the suitable noises, and reached its destination without incident. In all these respects it compared favorably with Penn Central, the only other rail line with which I have any experience.

Oliver near Cumbres Pass on D&RGW excursion train from Antonito in '66.

"I imagine, though, that Jensen has applied to his railroad some of the same qualities of enterprise and imagination which have always distinguished his record in publishing. The two businesses do have things in common. In journalism it is very important to meet schedules. It is important to maintain quality of service. And when something goes wrong, it is best to meet the crisis with imagination and decision.

"Such an occasion occurred on *Life* magazine when Jensen was editor of the department, *Life* Goes to a Party. He had planned a feature on a Halloween party but, as parties sometime will, it was dying on its feet. Finally, after dragging out sheets, chains, and pumpkins, he used a coffin as the center of festivities. It made a full-page picture and saved the day for journalism. The corpse in the coffin was Jensen himself!

"In 1954, he and I became two of the co-founders of *American Heritage.* We had only a few weeks to get out the first issue and, one week before the deadline, found ourselves without a lead story. Jensen saved the day by writing one himself. It was a story about the old Fall River Steamship Line, a subject almost as dear to his heart as railroads.

"If you look through the issues of *American Heritage* under his editorship, you will detect a strong preference for steam as a means of locomotion. There are lots of stories about steam locomotives but few about diesels; and lots about steamships but few about motor cruisers. The only automobile story I can recall was one about the Stanley Steamer."

EVERYONE who knows Oliver Jensen—at least, everyone I've been in touch with—has kind words for him.

"One of my fondest memories of Oliver Jensen," recalls Caroline Jones Franz, "springs from the first day I went to work with him. I had been hired by *American Heritage* magazine in the late summer of 1971 as his assistant. When the personnel department asked when I wanted to start work, I named a Monday in early September, and they agreed.

"A few days later, however, I got a telephone call from Oliver himself. 'Oh, you mustn't begin that Monday,' he said firmly. 'The office picnic will be on Tuesday, which I think would be the perfect day for you to start your association with *Heritage.*' I thought this was fine, and said so. Not knowing much about office picnics, I had a dim vision of hot dogs, mustard, and potato chips spilling into one's lap in the middle of garbage-strewn Central Park. Obviously, I didn't know Oliver Jensen, who had organized the whole thing. Arriving at the office that morning, I was amazed to learn that we were all to be driven out to Connecticut and treated to a ride on the Valley Railroad, plus a cruise down the Connecticut River on an old-fashioned riverboat, and a dazzling feast at

the Jensens' lovely home. A far cry from Central Park.

"We all rode the train. I sat by a window in one of the fine old restored cars. Suddenly a deep voice spoke my name. There was Oliver himself, wearing a conductor's hat and beaming with delight. Chiding me for hiding in a corner, so to speak, he took me by the arm and introduced me all around.

"On the steamboat at Deep River, although Oliver had his hands full with seeing that all 130 people aboard were happy and entertained, he made it his special project to look after me. I couldn't believe my good fortune. This was the man and the company I'd work for. My very first day on the job was spent lazing in the sun on the Connecticut River, eating delicious cheeses and sipping glasses of chilled white wine."

The venture turned out so well that the publisher launched *Horizon,* also hard-covered, a magazine of the arts, and the *American Heritage Dictionary.* In addition, they published many books, including one of mine, *Great Days of the Circus.* Their specialties were history and illustration, particularly old prints. Oliver became a kind of addict of American photographs and paintings—a field in which the railroad subjects have barely been scratched.

I asked him, "What would you like most to be remembered for?"

He said: "For having edited *American Heritage* during its first twenty years, and for some of the books I have written and edited there."

Oliver has passed from the top editor's chair at the magazine but remains senior editor while working on the company's book program and other projects. His own books include *American Album* and particularly the *American Heritage History of Railroads in America.* The latter, selling for $29.95, has 320 large pages and hundreds of illustrations, some in color, not to mention the sheer literary value of the text matter. It is the most magnificent railroad book I have ever seen.

THE PUBLISHING COMPANY itself was sold in 1969 to McGraw-Hill (which put out several of my own books), although the old staff continued to work for and manage it. *Railfan* 162 is still there under the most recent owner, Engelhard Hanovia, Inc., which bought American Heritage from McGraw-Hill a few months ago.

In 1970 he wed his present wife, Alison Pfeiffer Hargrove, who, like himself, was divorced. He has no children, but she has three, all quite grown up. I asked Alison how she first met Oliver and why she married him.

"We were introduced at a dinner party given by mutual friends in a New York City summer garden," she told me. "Later, we learned they had been trying for years to arrange this meeting. They still glow with the success of their conspiracy. So do we. I thought Oliver was the most attractive, interesting, and amusing man I had ever met. Even though he keeps me waiting around for him at the Valley Railroad in Essex, Conn., and likes cocktail parties and often loses his cigarette lighter, after six years of marriage I still find him irresistible."

Alison has no railroad men in her family tree. "Nor," she says, "do I count wheels on locomotives nor could I tell you how many trains left Altoona on October 22, 1946. But there's nothing I'd rather do than be aboard a train pulling out of a station, settled among a pile of books, a container of coffee, and a cigarette, heading West. More often, though, I am homebound from Penn Station to Old Saybrook, where we are very proud of the new Federal-blue paint on our depot. A small group of volunteers has been restoring the building and grounds for the town's Bicentennial celebration, my 'leisure' activity being to refinish the waiting-room benches."

"What else do you like?" I prodded.

"Well, to visit my children in California by train, read *The New York Times,* buy clothes, bake good things to eat in the company of friends, get up early in the morning to go somewhere, including bird-watching, look at the ducks on Long Island Sound, admire my house plants, visit zoos and aquariums, ride a bicycle around a strange town with Oliver, look for and send old postcards, listen to Bob and Ray on radio . . . not necessarily in this order.

"After working for many years I might add, 'happily cultivating the household arts.' Occasionally I contribute time and energy to good works: Old Saybrook station, Channel 13 (New York's Public Broadcasting System), and the Essex steamboat dock restoration."

As a student of graphology I would say her handwriting shows artistic taste, a decisive and warm personality, a generous nature, and emotional control. Alison has been a librarian and for some years was a researcher for CBS evening news with Walter Cronkhite.

"She is," says Oliver, "a great help to a fellow like me who is trying to be an editor, a writer, and a railroad man all at the same time. She does not mind sagging shelves of railroad books and pamphlets, or the lithographs and paintings and artifacts on this topic which clutter up walls and mantels in our home (P.O. Box 620, Fenwick, Old Saybrook, Conn. 06475)."

Among his pastimes are golf, tennis, bicycling, and reading newspapers. He is, of course, a member of the Railway & Locomotive Historical Society.

"I suppose everyone who enjoys life," he told me, "wishes he could crowd 48 hours into every single day." ●

Wife Alison busy preparing canapes.

TRACKSIDE in the DIESEL AGE

by Jim Edmonston

Terminal Railroad Association of St. Louis had just repainted 1207, an SW9, and hack 627 in Bicentennial colors when photo was taken April 4, '76 at Breman Ave., dressed red, white and red on hood with blue on cab, underframe and trucks.

Robert Trebing, 7428 Rockwood Drive, St. Louis, Mo. 63123

CHESSIE SYSTEM (B&O side) has moved in some Chesapeaked Ohio EMD switchers to help free GP-9's for heavier duty, due primarily to a nice increase in business. So far, eight engines have been seen here, all formerly in storage at Grand Rapids, Michigan. There are four 1000-hp NW-2's numbered 5067, 5209, 5277 and 5284 (the latter two ex-Pere Marquette 53 and 59 respectively), two 1200-hp SW-7's, the 5215 and 5229, and two 1200-hp SW-9's, the 5087 and 5256. All locos were in pretty rough condition on arrival, but the newest, 5087, was put right to work and has been a fixture in Millcreek Yard ever since.

A real surprise was the re-activation of three of the stored Alco S-2's! I personally saw 9126 (reportedly one of the best) at work in mid-March. Possibly it was done when the boys at Stockyards got a look at the C&O switchers. The oldest of the lot, NW-2 5277, built 1943, was seen at work in Storrs Yard, sounding and looking healthy. The C&O switchers represent four different C&O paint schemes, adding much interest to the Cincinnati scene.

EVEN TOP-NOTCH roads have problems, as evidenced by a wreck on the Richmond, Fredericksburg & Potomac at Quantico, Va., on March 3rd. Eight cars of a southbound freight piled up right in front of the depot, but with no injuries. The *Washington Post* ran two large photos of the destruction. RF&P is one of the country's best-maintained systems, being a vital north-south link.

As a boy I can remember standing on the footbridge in front of that station while freight and passenger trains poured underneath, one right after the other, in the early days of World War II, powered by Pacifics, Berkshires, and those handsome Governor Class Baldwin 4-8-4's, which RF&P called "Potomacs." No way the Richmond-based road could accept the name "Northern" for them. I'd suppose that many a Marine would just as soon forget the name Quantico, too, although I'm sure Marine railfans in those days spent lots of time down by that station, when they could.

DUE to the Chessie System's restrictions on the SDP-40F's that I mentioned last month, E-8's and E-9's have been hauling the *James Whitcomb Riley,* also the connecting *Mountaineer.* I understand that the Charlottsville-Newport News leg of the *Riley* is using a boiler-equipped GP-9. The newsworthy item here is that E-units are operating over Norfolk & Western rails on the *Mountaineer,* which is a rarity.

N&W dieselized its passenger trains with GP-9's, foregoing the E-units. However, in the short space of time between the loss of the great J-Class 4-8-4's and the delivery of the new boiler-equipped GP-9's, the N&W was obliged to lease some E-8's from RF&P. These units retained their RF&P blue, gray, and gold but had "Norfolk & Western" rather crudely lettered over in place of "RF&P" on their flanks. I seem to remember they also kep their RF&P 1000-series numbers.

Bob Van Wormer, 113 Blake St., Bluefield, Va. 24605, sent me a classic photo of Amtrak E-9A No. 422 with the *Mountaineer* in Bluefield on 2/29/76. This was not only one of the first E's

Curt Tillotson, Jr., 1207 College St., Oxford, N.C. 27565

Rolling through Lewis, N.C., on a hot June afternoon in '70 is Southern local freight No. 21 enroute from Keysville, Va., to East Durham, with SW-1500 No. 2311 and GP-30 No. 2533 growling along with 26 cars.

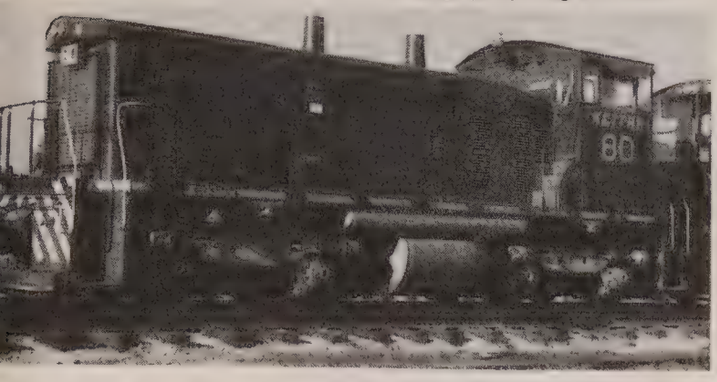
seen there in years, but possibly the only E-9A ever operated on that line. No. 422 is ex-Union Pacific 945. Will N&W rails continue to carry the unfamiliar E's?

FOR A SPECIAL Bicentennial all-time Nickel Plate Road diesel roster, illustrated, with complete disposition info, send $3 to: NKP Roster, C/O NKPHTS, P.O. Box 6212, Ft. Wayne, Ind. 46806. This price is for early orders only, while they last. Remaining copies will be sold at a higher price.

AMTRAK is taking in on the chin from William T. Coleman, Jr., Secretary of the Department of Transportation, and his assistant, John Barnum. Both men want to cut Amtrak's budget drastically on the grounds that passenger trains are a lost cause. Amtrak President Reistrup says that if Amtrak accepted the budget that DOT wants to saddle it with, 19 routes would go, and service would be reduced to the Northeast Corridor, New York-Florida, Los Angeles-Seattle, and Chicago-New Orleans, with provisions for service between New York-Chicago, Chicago-Seattle, and Chicago-LA.

There is hope that DOT's pruning shears can be blunted, though, especially in this election year. Practically every state would be hurt by the proposed cut. Obviously, the present Administration has forgotten the value of rail service during the immediate oil crisis. We are still supposed to be in an energy crisis, yet DOT is welcoming Concorde flights while damning rail travel. It would help greatly if Amtrak could point to ridership increases

Locomotive L-1 can highball at the speed of a full mile an hour as it transports nuclear rocket reactors between the Maintenance, Assembly, and Disassembly building and the various tests cells at the Nuclear Rocket Development Station in Nevada. Here L-1 has just pushed a test car with Kiwi-B4-A nuclear rocket reactor to the face of test cell "A". These reactors are being designed, developed, and tested by the University of California's Los Alamos, N.M., scientific laboratory as part of new program Project Rover.



K&IT 80 SW-1500 at Louisville, Ky., in Nov '75.
Photograph by Craig Edmonston

RI 941, an EMD SW-1500, idling in yards at Silvis, Ill., in 1972.
R. L. Schmeling, 3801 So. 40th St., Lincoln, Nebr. 68506

such as those enjoyed during the oil crisis.

THE PEMBERTON (N.J.) Area Bicentennial Commission, Railroad Division, needs your help. This group has acquired the Pennsy's old North Pemberton station and plans to restore it to its 1929-era beauty. They need accurate history and photos of the building in any era. Possibly the station was built in 1857, but the group has only two photos, one in 1890s and the other in 1929. Anyone having pix of the building or adjacent yards, or activity in the area, is asked to contact the PABC, Railroad Branch, P.O. Box 82, Browns Mills, N.J., in care of John R. Warrick, chairman. PABC also has made plans to acquire a Pennsy N-6B *Mae West* caboose, 980271, and display it at the station. Hopes for a 20-mile steam tourist operation are in the "wishful thinking" stage.

MARCH 23RD is a day to remember by the Chessie System wreck crew here in Cincinnati. The B&O's hottest freight, which is the *Southern 99*, split a switch right in front of RH Tower here, in the throat of the Terminal, derailing a boxcar and seven auto racks loaded with light trucks. All cars remained upright and I could see little or no cargo damage, but the trackwork and running gear of the cars is a mess.

The crossovers at RH are the hottest spot in town, with virtually all north-south moves, as well as Chessie's east-west mainline, rolling through them. The cars did not affect the switch connecting Yard A with the main, so all Chessie trains were run through there, while I suppose all PC-Southern-L&N transfers used the old Pennsy roundabout east-side line. Chessie crane X-219 and crew started work early in the morning, had two cars railed at noon, and were still at it on into the night.

SOUTHERN brought the Ringling Brothers and Barnum & Bailey Circus train to Cincinnati on March 22nd and parked it on Front Street by the river, prior to an old-fashioned parade through downtown to Riverfront Coliseum. The Southern also has started running a new scheduled freight between Louisville and Cincinnati. A wye was built north of Danville, Ky., making this feasible. This new train enters direct competition with the B&O for St. Louis and western traffic. The first run I saw was powered by two SD-45's and had about 50 cars, coming down Erlanger Hill about 10 a.m.

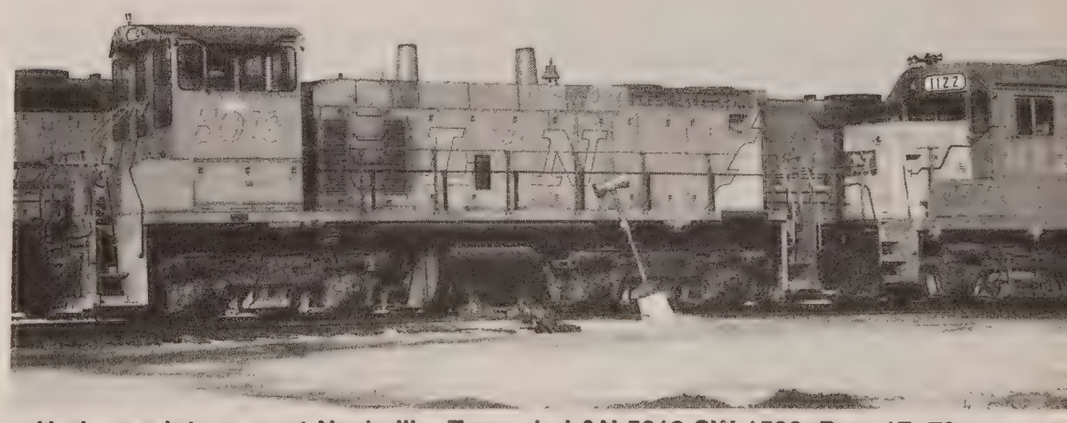
JOHN HARRIS, RR 6, Box 145, Frankfort, Ind. 46041, found two Norfolk & Western SD-9's, the 2350 and 2358, in his town in early March. These are ex-NKP 350 and 358 and are usually kept in the eastern Ohio coal fields, on the old Wheeling & Lake Erie District around Pine Valley (Dillonvale). It is rare to see them out on the road.

Also on N&W, we have been host to two GP-35's, Nos. 1302 and 1305, which are oddities on that road because they have low short hoods and no dynamic brakes. These are part of an order placed by Wabash just before the N&W takeover. They came built to Wabash specs but lettered for N&W. Both worked Berry yard, Cincinnati, in March but are gone now. N&W is reportedly closer to taking over part of the Pennsy's old Richmond branch from milepost 16 in Cincinnati to New Castle, Indiana. This will afford N&W a western exit from Cincinnati, something they need sorely because at present all westbound loads must go 110 miles east to Portsmouth, Ohio, then north to Bellevue to get on western rails.

PENN CENTRAL news was overwhelming as the bankrupt giant ended its days as a corporate entity. A.R. Shade, 9831 Aldridge Dr., Columbia Station, Ohio 44028, reports that MP-15's numbered 9566 and 9572 showed up at Collinwood (Cleveland) in early March, evidently assigned there. They came from the Buffalo area. All FP-7's and F-7's are back in the Cleveland area.

On a visit to the Altoona vicinity, Al reports that Horseshoe Curve is still very busy, with Alce Centuries still in pusher service. A Pittsburgh newspaper mentioned a ConRail electrification study of the PC mainline, which has been talked about since the mid-thirties—will it ever happen?

Jerome A. Rosenfeld, 133 Dulles Dr., Dumont, N.J. 07628, reports on stored and soon-to-be-scrapped power: On the PRSL at Camden, N.J., were Baldwin S-8 No. 6006, S-12's Nos. 6018, 6019, and 6030, and AS-16 No. 6016. Among the PC Baldwins stored were five DS-4-4-10's, five S-12's, and two rare DS-4-4-6's, Nos. 8350 and 8374. PRSL was operating three Baldwins, however, two S-12's and AS-16 No. 6025, owned by PRSL but lettered PC.



Under a wintry sun at Nashville, Tenn., is L&N 5018 SW-1500, Dec. 17, 72.
Jerry Mart 2819 Lindsey Drive, Hopkinsville, Ky. 42240

At Kearny, N.J., on 3/7 Jerry saw E-33's numbered 4602, 4606, and 4610 MU'd together, which is a rare sight. These usually run in pairs, sometimes three in MU. These are the ex-Virginian rectifiers. Two Alco S-2's and three S-4's also seen here. Norfolk & Western Alco RS-11 No. 2577 has been sold for scrap to Naporano; it was seen in Lehigh Valley's Oak Island Yard in Newark, enroute to the torch. Thus, another ex-NKP engine disappears.

PC EQUIPMENT at Harmon, N.Y., is a combination of diesel and electric in varied forms; RDC's, multiple-unit cars, a class S-2 electric, 4725, five active FL-9's (those combination diesel-electric and straight-electric EMD's), two old RS-3's, an Amtrak E-9, and Sperry Rail Service 118, an ex-gas electric car.

On the "disposal" track in the north end of Croxton Yard were FL-9's and P-2B electric #4634, ex-NYC 134, the last of this type of motor in existence. She still carries the last NYC scheme, the gray with white "cigar band" stripe. Any time I hear of a "last of the species" being scrapped, I ask if any club or museum is interested in preserving her. Anybody want a P-2B? How about you, Arden Trolley Museum? Or Shade Gap Electric? Or Branford? Or CERA?

ASSOCIATION of American Railroads statistics on the common carriers that report to AAR show an ownership of 27,885 diesel-electrics on Feb 1, 1976, compared to 27,836 on Feb. 1, 1975. There were 396 units on order as of Feb. 1st, 125 built new and 271 rebuilds.

FOR CAR-WATCHERS: New Berwick 50-foot boxcars lettered "Virginia Central" (1½-mile road at Fredericksburg), rebuilt triple hoppers for Alaska Railroad, coming out of Jackson, Ohio, over DT&I; new Ortner "Big Blue" hoppers for U.S. Steel, Cumberland Mines, leaving Cincinnati on PC, a new Reading scheme of simple black with big white RDG letters on hoppers, and a string of 20-25 B&LE ore jennies (slab-sides) which rolled through Cincy in March, heading south on PC (possibly to Ortner for parts, although they weren't lined out for scrapping).

DAVE WILLIAMS of Kirkwood, Mo., caught five new GE U-23B's heading for Ferrocarril del Pacifico (Mexico) on 2/25. He saw 538 and 541-544, all light blue and yellow with red handrails. They are definite U-23B's, with 12-cylinder plants and capable of 2300 hp, but FdelP rates them at 1800 hp and has this stencilled on them. The Terminal RR Association of St. Louis (TRRA) has a Bicentennial switcher, SW-9 No. 1207, in red/white/blue with "1776" over "1976" circled in stars, and a Bicentennial caboose, 627, same colors, with blue trucks and white end-rails. Dave also reports all trackage now gone from the famous old Eads Bridge.

CHESSIE SYSTEM (B&O) commemorative GP-40-2 No. 1977 (second) was in Cincinnati on 3/23. Dispelling rumors that she is red, white and blue, she is still painted in her original Chessie Cat scheme.

FRA OFFICE OF SAFETY is still investigating the ride qualities of the SDP-40F's, using 613 as a test bed on the Illinois Central Gulf. A study has shown that between Jan. 14, 1974, and Feb. 13, 1976, thirteen derailments involving SDP-40F's occurred on curves of one to six degrees at speeds between 45 and 70 mph. Lateral forces set up by trucks on the SDP-40F are under investigation, with EMD, Amtrak, and the FRA taking a hard look.

UTU CHAIRMEN on 15 major roads will try out new locomotive seats with the idea of standardizing seats nationwide. A series of tests has been run on the Louisville & Nashville, but a nation-wide six-to-eight-month succession of tests has been proposed on ATSF, BN, Milwaukee, Rock, D&H, ICG, MKT, MoPac, PC, READING, SCL, SP, SL-SF, and UNION PACIFIC. If you operate on any of these roads, watch for new seats.

WESTERN PACIFIC has unveiled a Bicentennial freight train, called the Western Bicentennial Train, consisting of a locomotive 1776 and five cars, each painted in a different red/white/blue scheme. It went on a 2000-mile, two-week tour in March-April through California, Utah, and Nevada. The WP christened and inspected the train in Oakland on 3/24, with a multi-media presentation held inside an ocean-going container. Of course, as you read this, the train's tour will have been completed. The WP release failed to mention locomotive type, model or previous number. It did not even give clues as to types of cars used, although it said each was a different type. More on this later, as California railfans should have photos and info.

DELAWARE & HUDSON'S already colorful roster has been augmented by three leased Bangor & Aroostook GP-7's, RS-3's painted in the Providence & Worcester scheme, seven CP Rail RS-3's, and three CP Rail RS-10's and the three orange United Ry. Supply RS-3's. The D&H seeks trackage rights over ConRail which would put it into Potomac Yard, Va. If this goes through, it will remain to be seen if D&H trains, power and all, will run into Pot Yard, or whether or not ConRail will handle the trains with ConRail power and crews.

NEWS of the Chessie System-EL takeover shows no change. Now it is rumored that ConRail will acquire the line eastward from Lima, Ohio. West of Lima has been embargoed. So has the Marion-Dayton, Ohio, branch. A deal with the state of Indiana will preserve local service on those portions of line in that state.

IN CANADA, some of CP Rail's RDC's continue to have troubles at crossings. No. 9060 hit a truck on the Quebec subdivision in bad weather. It was decided to continue the service with conventional equipment, so E-8A 1800 and three coaches ran to Ottawa one night. The Federal Museum has purchased the block from CPB 4449 (C-Liner) and will display it in Ottawa at the Museum of Science and Technology. One-of-a .kind M-640 No. 4744 is reportedly ailing, with a lot of down time recently. British Columbia Railway RDC No. 11 hit a truck, resulting in heavy damage to the 11.

Canadian National has about 225 miles up for abandonment in Nova Scotia. CP Rail now owns the Toronto, Hamilton & Buffalo. Montreal Locomotive will deliver 20 new units to CNR, starting in September.

CBS NEWS recently had good coverage of the new Metro in Washington, D.C. A small portion of the huge planned system is now in operation.

ACCORDING to Robert R. Lowry, 2720 N.W. Mulkey, Corvallis, Ore. 97330, all C-636's on the Burlington Northern are in storage and reportedly up for sale. Many later-model (251-engined) Centuries are stored, while a few RS-3's are still working. SP had many branch-line derailments in Bob's area lately, reportedly due to motive power being too heavy.

ALIQUIPPA & SOUTHERN SW-1200 No. 1204 passed through Cincinnati on 3/25 on the B&O, headed for Mt. Vernon, Ill., and a rebuilding-in-kind by Precision. The 1955 unit, which works for J&L Steel in Aliquippa, Pa., will come back in brilliant maroon and yellow, as did her sisters in past years. She left on the *Southwesterner*, Cincinnati-St. Louis freight, which pulled into Cincinnati with Western Maryland F-7B No. 401 as second unit.

BRITISH RAIL has named 87-class

Amtrak No. 422, formerly Union Pacific, on the *Mountaineer* in Bluefield, W. Va., running on Norfolk & Western tracks on February 29, 1976.

R. van Wormer, Box 344, Bluefield, W. Va. 24605

National of Mexico SW-1504 No. 8821, one of sixty SW-1504's built for NdeM in 1973, shown in Dupo, Ill., enroute from La Grange on Missouri Pacific bound for South of the border on July 4, 1973.

Photograph by Clyde Anderson

electric 87001 *Stephenson* in honor of the man recognized as the father of steam-hauled passenger railways. Its nameplate was unveiled at Euston Station in London as the loco prepared to leave for Glasgow. The 87-class electrics were designed and built by British Rail; No. 87001 has rolled up more than 370,000 miles between London and Glasgow since entering service in June, 1973.

BRITISH RAIL NEWS recently had a photo and story of a class 47 diesel (8D24) being placed at the West Thurrock power station of the Central Electricity Generating Board. A failure shut down the main generators, and the loco is used as an "exciter" (short term starter) until they can be repaired. This is definitely a switch; many plants used old steam locomotives as stationary boilers, but a power plant using a diesel is new to me. Of course, the loco is minus its trucks; it was moved in place on a specially-built highway rig.

THE RUMOR MILL is very active. It always is in the face of a major change, namely ConRail. One rumor says that ConRail has decided against PC's all-black scheme and will come out with a blue base, "wavy" white stripe, and yellow lettering (like the new Long Island scheme?). Reportedly, the shop at Collinwood has been told to "hold it on the black paint." Norfolk & Western supposedly is going to field two more Bicentennial units, in different schemes, and the Alco C-425's presently working on EL are to be "repossessed." EL, by the way, has E-8's stored in Marion, Ohio, and F-7's in the Greenville, Pa., area. A buddy reports chasing last week an EL freight west of Marion that had 4 E-8A's as power, and he required 75 mph on country roads to keep up with her.

I HAVE just got word from a PC engineer there was an official letter posted in the Sharon yard office to the effect that all NYC, PRR, or PC logos will not be recognized after April first. He was even told that he could not wear a keystone watch fob and keystone emblem on his cap.

Western Maryland F-7A 63 rolled in on the B&O 3/25, in black and gold, looking good . . . and have you seen Kansas City Southern's two Bicentennials? SD-40 No. 616 and SD-40-2 No. 642 wear mind-blowing schemes designed by grade-schoolers. *X-2200 South* calls them "Crayola schemes," and reports from Kansas City say they are nicknamed "Saviours," because your first reaction on seeing them is "Good Lord!"

The Story of the SW-1500

BY FAR the most impressive of the 645-line switchers is the SW-1500, EMD's 1500-hp replacement for the old SW-1200/RS-1325 line. The SW-1500 uses a 12-cylindered 645E, nonturbocharged, coupled to a DC transmission. Carbody styling is the same as SW-1000, with two noticeable exceptions: SW-1500 has two conical stacks and the radiator area is twice the size of the SW-1000. The same big "control tower" cab, boxy carbody, V-shaped headlight, and numberboard mounting, and a full-length, wire-covered front radiator set are characteristics.

SW-1500 can be "customized," of course, with Flexicoil trucks, larger fuel tanks, MU capability, classification lights, dynamic brakes, etc. The side louvre arrangement is normally four short vertical sets on the right side, just ahead of the cab, and five short verticals on the left. One SW-1500 that seems to deviate from the pack is RF&P 91, which has a battery-box extension forward of the cab on the right side, one extra set of short louvres on this side, and strange lips on the stacks. This loco should not be hard to locate—either Acca Yard in Richmond or Potomac Yard in Alexandria, Va.

The SW-1500 was produced from June, 1966, to January, 1974, when it was replaced in the catalog by the similar MP-15. The 808 SW-1500's have been sold to 57 buyers, a very successful locomotive. They are not truly switchers, though, being used in other service from heavy switching to road freight.

In Cincinnati, Southern fields the only two examples, 2318 and 2319, which have been coupled together almost since their first day. The pair handles transfers out to Sharonville and shoves trains south up Erlanger Hill. I have seen them on the point of the southbound *Chattanooga Clipper,* too. Most SW-1500's used in road service are on Flexicoil trucks, although the Kentucky & Indiana Terminal RR. of Louisville, Ky., has them on both AAR and Flexicoils. K&IT even has two units with one Flex and one AAR, although this was done at company shops.

SW-1500's forte, then, is versatility, the same selling point that made a winner out of the GP-7 fifteen years before. The switcher configuration of SW-1500, with shorter length (SW-1500 is 44′ 8″, GP-7 is 56′ 2″) makes it even better in yards.

In May, 1973, a variation of SW-1500 was sold to Mexico. The National of Mexico took delivery of sixty SW-1504's, and remains the only customer for this interim model. SW-1504 is essentially the same as SW-1500, except that it rides on Blomberg road trucks (B-B), is two feet longer, and features a huge oil-bath air filter box on the hood top ahead of the cab, which changes the arrangement of the side louvres by eliminating the top two sets, plus oversize sand boxes on the front hood sides. National of Mexico 8800-8859, built May to Aug. 1973, are the only examples. The model has been replaced in the catalog by MP-15.

CONTINUE sending diesel news to Jim Edmonston, 821 Clearfield Lane, Cincinnati, Ohio 45240.

PHOTOGRAPHS of the MONTH

Jean Ward, New Zealand Government Rys. hostess on *The Southerner*, chats with passengers as train nears Orari in Dec. '75.

Photograph by William T. Morgan

Driveway into New York's Penn Station, showing redcaps and kind of taxi cabs used in 1910, when station was opened.

Collection of Harry P. Albrecht

Photograph by David Plowden

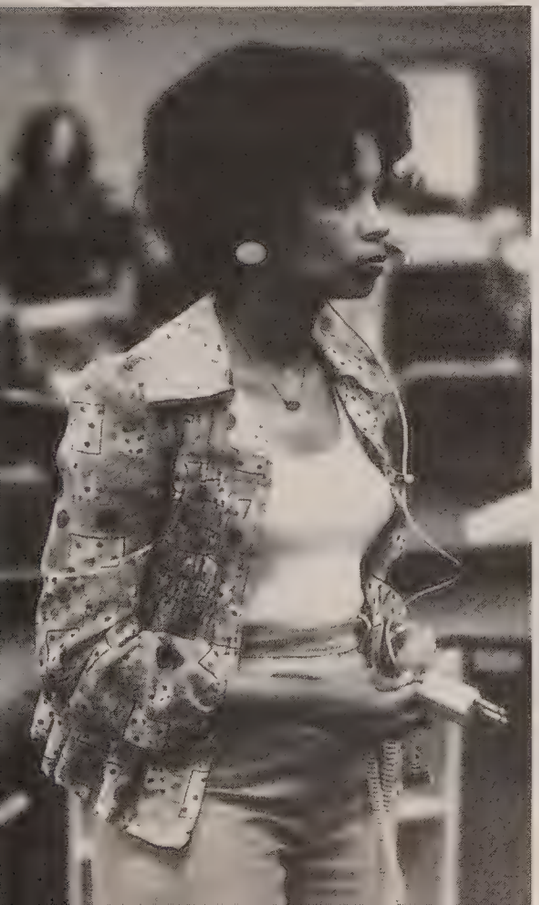
Eventide was fast approaching as Canadian Pacific commuter train arrived at end of run at Vandreuil, Que., March '60.

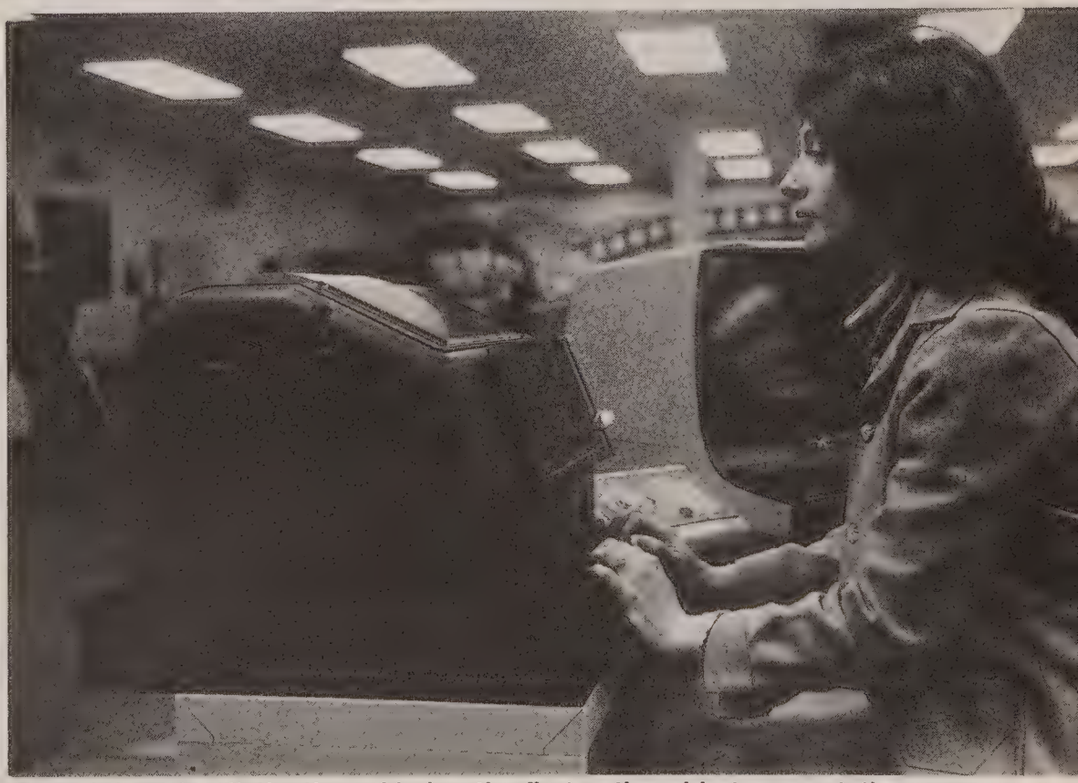
The world was white and the air was brisk as two of the last CP Rail's GP-9s, Nos. 8521-8520, left in the old colors hauled St. Lawrence Valley Railway Society railfan trip along the shore of Lac Mercier at Mont Tremblant, P.Q., Feb. 28, 1976. Guy Chartrand, P.O. Box 44, St. Lambert, Quebec JHP 3N4, Canada

Wolfeboro R.R. 101, ex-Maine Central Alco RS3, crosses Merrimack River just north of Concord, N.H., with five car train on March 10, '76. Operations over this 73-mile line, Concord to Lincoln, began in mid-February '76 following decision of State of New Hampshire to buy route from B&M and lease right-of-way to WRR for five years. Loring M. Lawrence, 195 Lancelot Drive, Manchester, N.H. 03104

The *Liberty Bell* on Pennsy flatcar being prepared for movement to Bunker Hill celebration at Boston, Mass., June 15, 1903. Collection of Harry P. Albrecht, 40 Wilton Ave., Clifton Heights, Pa. 19018

Diane T. Stewart, Supervisor (R&I) at Amtrak's largest reservation center at Bensalem, Pa., suburb of Philadelphia.





Amtrak has the distinction of being the first nationwide transportation company to offer a reservation system designed to meet the needs of the deaf. Elaine Zimmerman, R&I clerk, checks reservations, then relays information to deaf customer. Amtrak

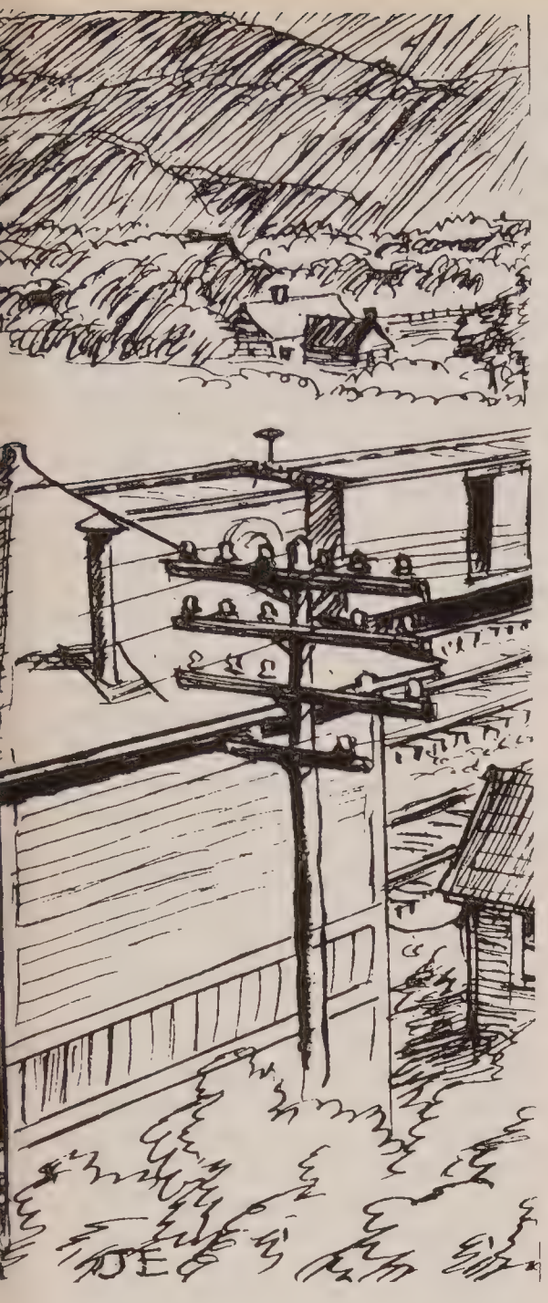
C N J

Steam on New York & Long Branch. Ex-FEC 148, enroute to Bayhead Jct. from Raritan with Mainline Steam Foundation fantrip rumbles into Redbank, N.J., in Dec. 1975.

Tom Kelcec, 20 Fairfield Drive, Convent Sta., N.J. 07961

WANDERLUST

by Harry Bedwell



EDDIE SAND sat down his half-emptied mug of lukewarm coffee on the telegraph table and pushed aside the remnants of a ham on rye. The brass-throated sounder was stabbing the soft June air with staccato, but the young drifter did not believe in being pushed, and he answered the call leisurely.

"Has extra west showed yet?" the dispatcher pecked at him.

"Not one sign up to now," Eddie sent back.

"Listen, boomer," the instrument snapped. "Answer brief. Don't make remarks. I won't tell you again."

Eddie finished his lunch. *That dispatcher,* he decided, *is too efficient for his own good.*

From the left windows of Hobart tower he regarded the rolling Pennsylvania hills, fat and green in the dying sunlight. Busy double-tracks cut a gash through the landscape. Farms and villages closely adjoined. It felt cozy here after a desert job in the Southwest.

I'll buy me a new suit, he thought, *and see what the local girls are like. But no more redheads.*

No, sir! He had known a redhead named Sabrina who turned out to be dominating and possessive, and this gal had made him wary of carrottops in general. Well, the glamour department could wait. First of all he'd have to find lodgings. Eddie surveyed a nearby farmhouse squatted under spreading maples. A slim young brunette was doing something to a flowerbed on the lawn.

Wonder if she would take in boarders? he mused. Then he shifted his gaze. *She's probably married.* Besides, experience on the boomer trail had taught the wily brass pounder to keep a wide margin between his lady friends and the places where he worked.

Taking down the employes' timetable, he noted the station call for Malin, the next tower, five miles to the west. He tapped out "MA" on the message wire till the circuit broke and someone answered.

Eddie stated politely: "I'm new on second trick at Hobart. Where can I find lodgings?"

The Malin operator was blunt. "I have a place, but my wife wants clean people. Some boomers ain't."

"Can your wife cook?" he asked.

"And how!"

Eddie detected a note of enthusiasm. "Tell you what," he offered, "we'll look each other over, and if I stand your wife's inspection and if your grub is okay we'll make a deal. How far would I have to walk?"

"'Bout two miles. It helps your appetite. I do five each way."

Eddie agreed to that and he pondered over rural cookery. Some of it, he knew, was good. For the first time in a long while he began to feel relaxed. He had traveled far to this point, coming out of Texas in full light from the rodeo artist Sabrina, an oversexed and big-breasted Amazon who insisted that she was his destiny. Arriving first at Denver, Eddie concluded that the redhead was safely behind him; but in the mile-high city Sabrina suddenly appeared with a circus and renewed her attentions to him.

Thereupon the lightning slinger packed his suitcase again. This time he aimed to put at least half a continent between them, and he did not feel safe until he crossed the broad Mississippi River.

Then the impetus of his dash subsided. He drifted on and on over the lonely trail until he came at last to Hobart tower in the green hills of Pennsylvania. There he found a semaphore, a passing track whose switches he could throw from the tower, and cross-over from one main line to the other, all manually operated. And he said, in the immortal words of Brigham Young, "This is the place."

SIXTY-FIVE-CAR coal drags lumbered past the tower. Short merchandise trains of twenty-five cars burned up the iron and bullied the drags into the passing tracks so they could get by. A busy spot, where you had nothing to do except to keep the wheels rolling. A nice spot to relax after being mummified in the desert and chased by a wild female—if only that second-trick dispatcher weren't such a pain in the ass!

So Eddie Sand worked his first evening on the new job, his first job with the Pennsy. On toward midnight, he learned certain facts about the dispatcher from trainmen who paused at Hobart, from talks with fellow operators on the message wire, and from the way the DS himself carried on.

Cronin, he was named, "Hop-to-It" Cronin—and much worse by the men out on the line. A thin, puckered-faced gent with spectacles and a wart on one cheek. Life to him must have been an ordeal. Mr. Cronin seemed to believe that while on duty he had to do all the thinking for the entire division. Nothing in his personality endeared him to operators or train and engine crews.

You couldn't reason with him. He *told* you, and that was that. No back talk. Boomers, being an independent breed, were poison ivy to Mike Cronin. But Eddie refused to worry. You merely had to watch such guys closely so they couldn't trip you up.

At midnight, on instructions from the Malin operator, he hiked eastward long the right-of-way under the stars for a mile to the next road crossing. Then he waited.

Presently he saw a great hulking figure in the moonlight, a young fellow of about six feet five inches, with shoulders like a boxcar door. His amiable bellow shook the sweet-smelling night air as he approached, and his hand, when he arrived, took hold of Eddie's like a clam shovel.

"Hiya!" he said. "My name is Cy Irwin and I'm mighty glad to see you. Here, let me carry that suitcase."

YOU MIGHT as well have tried to resist a Mallet locomotive. Cy tucked Eddie's luggage under his long dangling arm like a folded newspaper and chatted, mostly in a monologue, as they tramped down the quiet country road. After a while a dim square of light advanced in the tree shadows. Then an old two-story house loomed and a brown shepherd dog bounded out to greet them with loud barking.

"This is Rex," said Cy, patting the animal. "I always did like dogs."

Eddie did, too. Cy pushed open the front door and yelled: "Hey, Ruth! We've got a boarder—if you want him."

The shingles rattled far above.

"Bring him in," came a cheerful feminine voice.

"Gee!" Eddie said. "Does your wife always stay up for you?"

"Yeah. She's got to feed me. Either stays up or gets up."

An oil lamp beamed on a red-flowered tablecloth in the kitchen and under its shaded glow a sturdy young woman was placing dishes of food. She was fresh-looking and pretty, and her blue eyes sparkled. The top of her blonde head wouldn't reach more than just under Cy's extended arm. She was going to have a baby, Eddie observed, and before summer ended, but she carried her precious burden neatly.

Cy kissed his wife with the sound of a parted air-hose. "Hiya, Ruth!" he erupted. "When do we eat?"

She flashed a smile. "If you can live in the house with a bull elephant," she told the boomer, "we'd like to have you."

He was staring at the table. A stack of quarter-inch-thick slices of pink ham showed richly from a platter. A loaf of whole-wheat bread, home-baked, stood beside a pound of country butter, at least three pounds of yellow cheese, and a huge pitcher of milk, while a plume of appetizing steam blossomed from a big coffee-pot on the coal stove.

Eddie sighed. "Mrs. Irwin, I haven't seen so much victuals at one time since I attended a Texas barbecue."

The kitchen glowed with cheerful green and orange wall paint. Eddie wondered how the Irwins could maintain themselves so bountifully on railroad pay. As the three sat down to eat, Rex lay on the floor.

The giant stoked busily and talked with his mouth full. His wife beamed as she passed the things and encouraged Eddie to gorge. The ham was home-cured and savory with cloves, the bread crunchy, the milk perfect. The cheese had an intimate bite.

Eddie marveled at Cy's capacity for food. Suddenly he felt very much at home with this young couple and their shaggy dog. It seemed that he had come a long wandering way to find peace. The half-remembered women he'd known eons ago, Sabrina and the others, with their torrid love-making, faded into obscurity like wavering mists on the boomer trail. Here in a large bright kitchen he was glad to relax and forget.

After supper, the Irwins led him upstairs and into a room with a high ceiling and rose-patterned wallpaper. Smells of starched linen and scented soap mingled with the fragrance of honeysuckle from open windows. Eddie tumbled into bed.

HOURS LATER, aroused by Rex's barking and the early sun, he peered drowsily out the window beside his bed. Cy and the dog were urging a Jersey cow through a gate into a fenced square of clover. The placid beast moved deliberately, despite the giant's pleading.

Eddie saw that the barn was freshly whitewashed and in good repair. He noticed the chicken runs and the snowball fluffs of feathers. An enormous black sow with a litter of pigs was munching feed, and beside an adjoining truck garden a patch of tasseled corn swayed in the morning breeze.

Entering the barn, Cy emerged with a fat mare, which he hitched to a cultivator. Then the two began jogging up and down the truck-garden rows, while Rex turned his talents to chasing a butterfly. One job wasn't enough for Cy Irwin. Besides being a railroad telegrapher, he was farming a plot of land.

Eddie glanced at the wall clock. It wasn't six yet, so he went back to sleep. Later, when breakfast aromas lured him downstairs, Mrs. Irwin had bacon, eggs, fried spuds, and hotcakes awaiting him.

"Nice farm you've got here," Eddie murmured to the wife.

She smoothed her loose-fitting jacket as if to hide her pregnancy. "We love it," she said.

"This place must have cost you quite a bit."

"Yes, Mr. Sand, and we are still paying for it. If Cy were to lose his telegraph job we'd likely have to give it up. And he's not a fast operator. Sometimes he has trouble with the new dispatcher.But I try not to worry."

Eddie reassured her with a white lie. "Cy can easily handle Mr. Cronin, and two youngsters like you are bound to win. They'd have to call out the Marines to take this place away from you."

BUT AS TIME went on, the difficulties with Mike Cronin increased. Cy's heavy hand couldn't work the key with the fine swift accuracy that Hop-to-It liked, and the kid couldn't always fathom the dispatcher's pecking send when it became obscure under pressure. Even so, the giant was careful and conscientious. Other men on the railroad liked and trusted him.

Eddie Sand made it a practice to listen in on most of the transactions between the two, and one night the dispatcher charged Cy with a ten-minute error in reporting a train by Malin tower.

Cronin, in a tearing hurry, had recorded Cy's OS of an extra west as by him at 8:47 instead of 8:37,

the time the train had passed, and he had made dispositions computed on the former time. This had disrupted his line-up and caused delays to three trains.

There is some slight similarity in the Morse code between the figures three and four. Cy's send was deliberate but clear. The dispatcher, Eddie judged, had jumped to a conclusion before Cy had made all the figures, and jotted the time on his train-sheet as he thought it should be. When the delays showed up and Mr. Cronin checked for cause, he blasted Cy without mercy.

"I'm having too much trouble with you, Irwin. Watch your step!"

Cy wasn't cowed. "I've got it down on my block sheet as 8:37," he insisted. "I'm sure I OS'd it that way."

Eddie glanced at his own block sheet, and cut in: "I took the time when Irwin reported it to you," he told the dispatcher, "and I've got it on my sheet too as 8:37."

Mr. Cronin exploded. "Listen, boomer! I've told you before that I didn't wany anything out of you but what I ask for. Maybe you think Irwin will be easier on your board bill if you back up his alibis. Now you line up or I'll line you out."

That, Eddie reflected, *didn't help Cy any. I'll have to use my head hereafter. Cronin doesn't think he could be wrong.*

Eddie had a reputation for handling tough problems—some faded testimonials from brass collars he'd worked for over the years testified to that—and he wanted to be in on the feud between his friend and Mr. Cronin. In a way, the Irwins needed his assistance, at least until the baby came. So he watched events closely.

He bought the new summer suit he'd promised himself and made a few dates with available women he met at the village and had fun with them, but spent most of his leisure doing odd jobs around the Irwin farm. He knew, of course, being a boomer, he'd hit the lonely trail again some day.

In the meantime, he basked in the warm Pennsylvania sunshine and, at night, like a chess player, pitted his shrewd brain against the hobgoblins of Fate as the pieces moved hither and yon over the glinting steel rails.

THEN ONE NIGHT the inexorable Mr. Cronin slipped, and let a quick and ominous situation develop.

A long coal drag, Extra 2727, entered the block at Malin at 7:32. Close behind it ran a short merchandise train, Extra 1618. The coal drag needed ten minutes to clear the block at Hobart, while Extra 1618, behind it, would do the distance in about half that time. It would be close if Extra 2727 could clear the block ahead at Hobart without holding up Extra 1618 at Malin.

Cronin was fussing about it. He had planned for Extra 2727 to take siding at Toban, three miles west of Hobart. He lined up Eddie and Cy sharply as Cy reported the coal drag by his tower.

"Clear Extra 2727 the second she's by you," the dispatcher snapped at Eddie. And to Cy: "Let me know when Extra 1618 comes in sight. Stick close and hop to it, so we won't have to delay Extra 1618 at Malin. Now, don't you two bull this!"

The engineer of Extra 2727 had his long train swinging nicely down the gentle grade approaching Hobart. Eddie leaned out of the tower window and searched for it among the rolling hills. Daylight was fading reluctantly from the summer sky. Presently he caught a drift of thin smoke on the ridges, and then the locomotive broke out of the obscuring cuts close at hand, and called for the board.

"Coming," Eddie reported to the dispatcher, and an instant later, "Coming," Cy reported Extra 1618.

"How close?" Mr. Cronin shot at Cy, and the operator answered: "About a mile. He's rambling."

A few seconds later Eddie reported: "Engine just passing me."

He watched the long line of coal cars swaying by beneath him.

"He is still asking for the board," Cy tapped out.

The coal drag wouldn't clear him in time, Eddie estimated. They'd have to stop Extra 1618 at Malin for the block.

Mr. Cronin shot some impatient I's and asked Hobart, "How near is he by you now?"

Eddie told him, "About half by."

The dispatcher hesitated an instant longer. Merely for the few seconds it would now take Extra 2727 to clear Hobart, he should stop Extra 1618 at Malin. But he decided against it, and flung at Cy:

"Give Extra 1618 the board. Clear him at 7:42 and Hobart clear Extra 2727 at the same time—7:42."

Eddie whistled softly. Hop-to-It Cronin was actually sending Extra 1618 into the block before it was cleared and was asking the operators to fake the time on their block sheets so the records wouldn't show that! The boomer glanced at the clock. It was now 7:41.

The coal train racketing by beneath him checked a little as the engine took the slight upgrade. Cars rumbled on the rails, their gear clanking.

An abrupt explosion of compressed air shook the tower, followed by a roar as brake-shoes clamped. Wrenched drawbars thundered together. Spurts of flame licked out from beneath the cars. The drag writhed and howled to a stop. Five cars and the little red caboose were still not clear of the east end of the passing track.

It comes so quick and easy, Eddie thought. *This time it didn't work.* He opened the key and flashed to the dispatcher: "Extra 2727 evidently broke an air-hose and stopped without clearing the passing track."

CRONIN DIDN'T GRASP THE situation with lightning speed. He hesitated for six valuable seconds. Then called Cy. "Is Extra 1618 by yet?"

"Caboose just cleared my semaphore," Cy answered briskly.

Cronin wasted more precious seconds. The quick crisis confused him. He couldn't quite keep up with exploding events. Eddie estimated that he faltered for just the margin of time that allowed Extra 1618 to get away from him.

Then the dispatcher came awake. "Stop him!" he rapped at Cy. "Get out there and stop him!"

Seconds of silence dragged on until Cy came back on the wire. "He was just fading around the first curve when I got downstairs," the big man sent. "He didn't see me. He is rambling."

The situation hadn't registered on the dispatcher in the brief interval required to handle an

emergency. He realized it now, and raved, "You move like an ice wagon!"

Eddie thrust his neck out a window. The head brakeman had come back along the train and paused where the air-hose was broken. The conductor hurried forward. The rear brakeman came down the caboose with a spare hose. Daylight was nearly gone.

"Hey, shack!" Eddie yelled at the rear man. "Grab a lantern and a couple of guns and get back there and flag. Go away back!"

The brakeman glanced up as he plodded on toward the head end.

"Nothin' doing'!" he yelled back. "We've got a block system here to protect us."

Nobody seemed to function promptly in this affair. With time so far lost since Extra 1618 had cleared Malin, which for him was less than six minutes away, that rambling short freight was somewhere near already. She would be spilling out of the cuts right on top of the stalled coal train in not many flying seconds.

Mr. Cronin was calling wildly, but this time the boomer ignored him.

"Hey, wait!" Eddie yelled at the brakeman. "The dispatcher let a bobtailed merchandise train into the block at Malin before you cleared me. He's on his way and coming fast. You get back there fast, or he'll plow into you! Grab your light and run! I mean *run.*"

"What in hell you talkin' about?" the brakeman shouted, pausing momentarily. "He can't do that."

"But he did," Eddie flung back. "He's coming now! Looks like his headlight over the hill!"

A faint moan from the hills infused the quiet summer evening. The brakeman dropped the air-hose and dove into his caboose. He came out running, and his lantern streaked up the main line like a scared rocket. In the uncertain twilight that speck of flame might not be noticeable to the engineer of Extra 1618 until he got close onto it.

Eddie watched the spark dancing along the high iron. The headlight showed faintly on the last curve, and then the short freight dropped from the cuts. She was highballing fast. The seconds came big before the eagle-eye briefly blasted an acknowledgment of that swinging speck of light. The sound of an emergency application of the air rolled over the hills.

Eddie turned back to his key and broke in on Mr. Cronin's wild calls. "Yeah," he sent placidly, "Extra 2727 got his flag out. Looks like the 1618 is going to get himself stopped before they kiss. But it'll be close."

JUST before going off duty that evening, Eddie called the dispatcher. "It's okay with me the report you make, just so you clear Irwin," he sent.

Cronin made some furious l's. "You'd better pipe down, boomer," he snapped. "I could make it tough for you ever to get another job on the Pennsy or any other road."

"Take it easy," Eddie cautioned.

Cy was anxious when he met the boomer on their way home.

"Suppose Cronin'll try to hang that on me, too?" he asked.

"I warned him," said Eddie, "and maybe he won't. He wouldn't have much trouble covering it up in the office, but if it comes out he's likely to try to prove he didn't tell you to let that train into the block before it was clear. There's two against him if he tries that. And if any papers come to you about what happened tonight, don't answer them till I tell you what to say."

"I won't," Cy promised him.

"And you'd better not mention it to Ruth," Eddie advised: "Not yet, anyhow. With the baby coming and the mortgage to be paid, this is no time to worry her."

"Whatever you say."

Rex bounding up joyously from out of the tenebrous night, with loud barking, told the two railroad men that they were home again. Supper was on the table. They had roast chicken, potato salad, and corn bread, with steaming Java.

"How did things go in the tower this evening?" Mrs. Irwin asked casually as she bustled about.

"Plenty of work, as usual. And how's our baby coming along?"

"Full of life," said Mrs. Irwin. "Coming on just fine."

The Irwins treated Eddie like a member of the family and he appreciated it, but he knew that basically he was alone and some day he'd be hitting the road again. There were plenty of other women, both desirable and undesirable, young and old, down along the trail, and maybe he'd eventually find the one he'd been seeking for years.

Yes, at times he dreamd of settling down with a wife and a shaggy dog. And then the mood would pass, and he'd follow the wild ducks as they flew north or south, exulting in his freedom and stopping now and then for a few months, maybe in the green hills of Pennsylvania or the Petrified Forest of Arizona. Wanderlust! The insistent call of the boomer trail!

One after another, pages were torn off the calendar. Before he knew it, fields of goldenrod were heralding the approach of autumn. Soon, very soon, Mrs. Iriwn would be giving birth to a new generation. Cy became interestingly nervous as the date drew near.

FOR A WHILE dispatcher Cronin dealt a bit cautiously with Cy and Eddie. But apparently he restrained himself only until time could bury his own slip too deeply in the past for its resurrection to discredit him. Then gradually he resumed his needling tactics. He couldn't harass Eddie Sand much, but he pecked at Cy a great deal.

When the time came for Mrs. Irwin's pregnancy to reach its natural climax, Cy became helpless and pitiable in his anxiety. The boomer took command of the situation. There was nobody to relieve the young husband on his trick at the tower, so Eddie arranged with the third-trick man there to work in Cy's place.

He himself rode to Malin on a freight, after he had finished for the night at Hobart, and handled the third trick in addition to his own.

Upon reaching home that morning, with a tired sense of satisfaction, he hurried into the house without stopping to pat the dog. Cy was white and unshaven, but a grin covered his homely face.

"It's a boy," he sputtered. "We're naming him Eddie, Ruth says so."

The boomer was touched at this unexpected tribute. He thanked the Irwins and wished them great happiness with their son.

When Eddie showed up for duty at Hobart, he found an extra east, a mixed freight, tied up on the pas-

sing track because of engine failure. At once he became engaged with the dispatcher, who likewise had just taken over in a rush of traffic. Mr. Cronin was blazing orders all over the division, Eddie and the day man made a hasty transfer. The day man explained quickly that the extra train with the "bad order" engine had been there for some hours and a machinist from town was tinkering with her.

Eddie was held a long time to the wire by the dispatcher. He listened to the 05's and reports from the other towers to inform himself what trains were out on the division. He cleared trains and kept careful check of the stack of orders he had. Then the crippled engine tooted and Eddie went to the window.

The conductor called up from below. "Hey, my friend! How's to slip us the block? The nut-splitter says he'd got his hunk of scrap-iron cobbled up so we can shove along. Any chance to let us ramble?"

"I'll try," Eddie yelled back, turning to the wire. Cronin was still tense, fighting the delays, and when Eddie tried to interrupt, he snapped back: "Keep off this wire! Can't you see I'm loaded up?"

The boomer cut in again to explain that the extra was ready to move, but the dispatcher blasted him into silence.

Eddie went out onto the steps and called down to the conductor: "Cronin's burning up and I can't bust in on him. Didn't he annul running orders when your engine died?"

"He did not," the conductor said. "We're still alive and now ready to move. To hell with 'im! give us the block and we'll be on our way."

EDDIE reflected warily, but couldn't find a reason for not giving the extra the block. Mr. Cronin would likely rave at him when Eddie could finally OS the train. But the dispatcher hadn't "killed" the extra, his running orders were yet in effect, and there seemed to be no reason for delaying him any further merely to inform Hop-to-It—who wouldn't listen to him—that the train was moving.

Eddie called Cy at Malin on the message wire, asked for the westbound block, got it, and finally cleared the extra. He watched the freight snake out of the siding and wind slowly upgrade in the fading sunlight.

Meanwhile, Cronin was still keeping the wire hot. Eddie sat with his hand on the key, ready to report the extra the instant the dispatcher would take it. Then a freight conductor called him on the telephone from an industrial siding a mile to the east, dictating an order for empties and a report of two bad-order cars he couldn't move.

You do a lot of things in one minute in a railroad telegraph station, but even while you handle several items at the same time you are slightly aware of whatever else is going on around you.

The conductor was shouting over the inadequate old telephone, and Eddie had to cut in to give Cy the block for a westbound.

When the skipper finished his dictations, Eddie turned back to the telegraph table, and then from that remote segment of his mind there flashed clearly the events that had transpired on the wire while he was on the phone.

The significant train order Cronin had just issued, and which Eddie had heard twice repeated, recorded sharply. The brief sentence threaded quickly through his mind as he heard Mr. Cronin snap, "Complete to Malin at 6:47 p.m." And then the question, "Is he coming?"

Cy Irwin answered him promptly: "Right here. I'll have to run."

"Get down there and highball him through," the dispatcher sent. "Hop to it!"

The full details of the situation Mr. Cronin had created dawned on Eddie and he leaped for the key.

HOP-TO-IT was executing a bit of strategy that he seldom had an opportunity to use on those hot double tracks. With a westbound coal drag already on the block between Malin and Hobart, he was cutting a following passenger train over to the eastbound track, against the flow of traffic, from Malin to Toban so as to get the "streak of varnish" around the slow freight without delay to either.

While straining on the ancient telephone, Eddie had vaguely heard Mr. Cronin send the order to Toban and to Malin, and then heard both operators repeat it. The DS completed it to Malin and the passenger train to whom it was addressed was storming down on that tower. Cy had doubtless already thrown the crossover switch from the tower and was headed out of his office on the run downstairs to deliver the order to that passenger train on the fly.

For Cy, in his abnormal state of mind over the new infant, in the hurry and confusion, and not alert to check this little-used operation, had forgotten that he had given the eastbound block to Eddie and that a freight train hung up at Hobart for hours was now already on the eastbound main line, to which Cy was about to divert the storming passenger.

If Cy were to get out the door to the stairway, he'd be beyond hearing of his telegraph instruments. He couldn't again be reached until he had delivered the crossover order, and the passenger was rolling west on the already occupied eastbound track, beyond control! And if that happened, there was sure to be a smashup. Those two trains couldn't avoid it in the cuts and curves.

That ominous picture flashed clearly in the spotlight of Eddie's mind as his hand shot to the key. He made the sounder crackle. "Wait, Cy! Hold it! Are you there?"

But he wasn't allowed to go farther. Mr. Cronin cut in instantly: "Sign! Sign!"

"This is Sand at Hobart," Eddie shot back. "Cy, hold that—"

Cronin blazed back: "Why in hell are you messing in again? This is the last time for you. Malin, don't delay. Seventy-seven!" He began calling another town in a hurry.

Eddie concentrated on one issue, to prevent Cy from letting that train by him. He sent crisply: "Hold that order, Cy. This is Eddie," before Cronin broke him again.

"I'll have a man down there within three hours to relieve you," the dispatcher raved.

EDDIE flipped open his key and held it that way for silent seconds. He'd give the man time to collect a little reason or else go mad.

Cy Irwin either had, or had not, caught and heeded his warning.

The giant was either standing by with his board on Seventy-seven, waiting to proceed until this wrangle got straightened out, or he was down on the platform to hand up the clearing order to the passenger train.

Eddie began to send him cold clarity, unhurried. And Hop-to-It, catching some deadly import in the send, listened without a break.

"Cronin, if you cut Seventy-seven over and let her get by Malin, you'll never sit in a dispatcher's chair again." The curt words streamed swiftly from the instrument. "Cy, don't let him by you! Hold Seventy-seven! The extra, east, that was tied up here, left seven minutes ago."

It seemed an hour, but his block sheet and the clock showed only a brief lapse of minutes.

"You there, Cy?" he asked.

Silence ate into time like slow-burning acid. Mr. Cronin opened his key, but closed it quickly. The quiet extended out over all that lush Pennsylvania countryside.

Silent seconds dropped tensely away while tight nerves tuned up to catch the next signal from the little brass tongue. At last it babbled as a huge band banged a key.

"I got you, Eddie. I went downstairs as far as I could and still keep my head in the side window to hear you just so I'd have a chance to deliver the order to Seventy-seven on the fly if you changed your mind." Cy was pounding out the letters like a blacksmith. "But I waited for you, and now Seventy-seven's slowing for the board. I overlooked—"

Eddie broke in quickly to interrupt Cy confessing his error. Some guys babble too much about a mistake just after it occurs.

"That's swell, kid," he sent. "Now say nothing and watch your step."

Tension eased. Eddie grinned and informed dispatcher Cronin: "OS, Extra 2720 East departed 6:40. I tried to tell you that at the time."

"I thought," Cronin faltered, "that I had annulled his running orders when his engine died."

He was confessing what he would later try to cover up.

WALKING HOME together in the starlight that night, Cy kept silent for long, reluctant strides. At length he spoke.

"This'll likely mean we lose the farm, Eddie, 'cause we can't keep up payments without my job."

The thin white dust of the road came up in puffs under his huge feet. From somewhere in the distance the two men heard Rex barking.

"That was a dumb thing for me to forget about giving you the block on the westbound train." Cy apologized. "But I don't remember cutting a train over to the opposite track more than once before. I guess I was rattled—and now I'm done for."

"Buck up!" said Eddie. "You're as good as ever. One slip won't get you down. It's not the mistakes that make or break a fellow—it's the way you act about 'em afterward."

He looked back over the years and an overwhelming idea began to shape up within him. On all the roads he'd been he had never made a serious error in handling traffic nor committed a vicious act. Any railroad he'd worked for would probably take him back.

Eddie had kept his record clean. On occasions he had gone far beyond duty to avert a catastrophe. He had handled bad situations with skill and had evidence of this in letters of commendation from officials. But after a certain length of time you can't expect gratitude. People forget and events grow dim as fresh distractions crowd the scene.

He thought of the brass collars he had known. Buck Barabe, square-jawed and abrupt; Mr. Welby, gray and austere and kindly, and even old "Salt-and-Molasses" Nickerson, who had acknowledged in writing that he owed Eddie something. And that blazing Irishman, Tim O'Conner, who had awarded Eddie a life pass over his railroad but at the same time had fired him for going beyond the rules to prevent disaster.

IT WASN'T easy to go back and try to cash in on what you couldn't have avoided doing anyhow, to humble yourself and ask a favor; but you couldn't let these Irwin kids—three of them now—go down the drain.

The railroad mills that grind out red tape mixed the items of that night of errors and set them forth in written statements, somewhat vague in places, and dropped them in a file on Superintendent Nathan's desk. The Old Man studied them briefly. Then he penciled a memo ordering his chief clerk to have all the parties involved present in his office at ten the next morning.

The abrupt call went forth to Eddie and Cy and to the crews of the trains involved in Mr. Cronin's mistimed order.

The others had assembled in the superintendent's outer office when Eddie and Cy arrived. Dispatcher Cronin came last. He took a chair by the chief clerk's desk and turned his distrustfully glinting glasses on the rest, but made no remarks.

Most of the men there were subdued, cautious. You never knew what would come out of such hearings. From all indications, Cy Irwin was through; that was a shame. And dispatcher Cronin—well, you couldn't be too hopeful about what they'd do to him. Issues get confused; incidents may be distorted by a barrage of words.

The chief clerk eyed the big clock on the wall and said to Eddie: "You're Mr. Sand? Will you please step into Mr. Nathan's office?"

The men fidgeted in their chairs and regarded Eddie with suspicion. This boomer from the West would maybe talk out of turn. Eddie walked to the doorway, and the chief clerk closed the door behind him.

Superintendent Nathan was big and rawboned. He frowned at a yellow half-sheet on top of a pile of correspondence on his broad white-oak desk.

"So far as I know," he said, "you are in no real trouble here and yet you have asked some officials on other roads to go to bat for you. Why?"

Eddie gasped. "I just asked a few men I'd worked for to vouch for me because I was hoping they'd back up what I have to say."

"What do you want to say?"

"It's about young Irwin at Malin tower," Eddie began. "He made one of the mistakes that brought on today's hearing. But there were extenuating circumstances. Only the night before he'd had his first

baby, which seems to have been a worse ordeal for him than for his wife. You couldn't let him off duty that night unless I'd work in his place, and I did. The next night when Irwin went on duty he was still upset and needed sleep. But, Mr. Nathan, he instantly picked up my warning that things weren't right and he pulled himself and everybody else out of that .hole."

THE STONE face was inscrutable. Mr. Nathan turned his swivel chair and stared out the window. He didn't seem to be listening.

"I'm just asking that you give the kid some kindly justice," Eddie went on, "that will likely pay you big some day. He's a good man."

Lightning shimmered now in the hard gray eyes. "You must think a lot of Irwin."

"Happiness is hard to come by," Eddie said thoughtfully. "I don't like to see it destroyed."

Mr. Nathan took four yellow halfsheets from the pile of correspondence and slid them across the desk.

"You certainly let off a lot of dynamite to preserve it," he said.

Eddie glanced through the telegrams. Then the type began to blur. The sense of the messages was hard to get all at once.

Old Buck Barabe had wired to Nathan: "Thoroughly reliable. One of the best railroad men I ever employed. Any consideration you give him will be much appreciated."

Somewhere behind that iron visage, Buck Barabe evidently had a soul.

Welby's message said: "Competent and absolutely honest."

And old Salt-and-Molasses Nickerson summed it up as follows: "If telegrapher E. Sand has a request to make of you, please grant it and advise."

Tim O'Conner, the wild Hibernian, wrote: "Would consider it a favor if you fire Sand and send him back to me. Any other concessions he asks please confer and charge to me."

Mr. Nathan's voice came to him indistinctly. "Between ourselves, Mr. Sand, how do you rate all this?"

"Maybe I don't," said Eddie, "but those men seem to think so. Mr. Nathan, could you let Irwin down with a stiff reprimand?"

"Oh, that?" said the super with a dry smile. "Of course! I'll handle him myself. Now tell me why a young fellow like you, who has won the esteem of so many officials, hasn't stayed with one of them and gone up the line to a high place. What are you heading for, anyhow?"

It was the natural question of a man bound to his narrow round of responsibilities, a man with a blind ambition to climb, whether it made him happy or not.

The tension left Eddie. A faint tang of autumn drifted through the room. The migration season for wildlife was not far off. What did he care for climbing? The more you acquired—position, property, babies—the more worries you had. Better move on.

Wanderlust? Ah, yes. Keep looking for a thing you'll never find. Freedom beyond the tallest hills, beyond the rivers and prairies. Always a finger beckoning, a siren voice calling: *Do not stay too long in any one spot—it will make you soft, and chains will bind you!*

Eddie Sand, on the boomer trail, was building a mansion for his soul from driftwood scattered along the shores of Infinity. Above the coal smoke that seeped in through the windows he caught the scent of goldenrod. Outside, he saw a long, thin switchman atop a string of rolling cars that slid along the silver horizon, one arm extended and waving gracefully.

"What am I heading for?" said Eddie with a faint smile. "Come fall, I think I'll drift South again."●

Typical signal-tower operator in days of steam power. Photograph by Philip Hastings

A story to Read to your small Children

THE DINING CAR GOAT

BY FREEMAN HUBBARD

From the Roadhouse Cat and Other Railroad Animals © 1951 by Freeman Hubbard

JUST as the oldtime train puffed into Basalt town, at four by the station clock, William trotted up to the depot with a small red wagon jingling at his heels. Serena Beck sat in the wagon, holding the reins stiffly and looking straight ahead.

"Whoa, William!" she called as they came to the platform.

Passengers stuck their heads out of the train windows. They grinned at the serious little girl with red pigtails. But most of all they grinned at the little goat. William had a long beard and broad horns that curled backward, and around his neck he wore a ribbon of Scotch plaid. He was a pet at the Beck ranch in Roaring Fork Valley, a short distance from the station. Almost every day Serena drove him into town to meet the Colorado Midland's afternoon train.

Long before you could see the train from the ranch house, three short blasts of the engine whistle would echo down the valley. This signal meant the train was coming, and coming fast. William always understood. William was smart. He knew that when the steam engine whistle blew three times, he had just enough time to get down to the depot for the four o'clock train.

On the station platform, he sniffed eagerly as he fixed his yellow eyes on a dining car in the middle of the train. Then he began to gallop. The small wagon rattled and swayed and bounced. Serena held on tightly with one hand, gripping the reins with the other.

"Whoa!" she yelled. "Whoa, William!"

"Maa-a-a," said William. "Maa-a-a." But he kept on running.

People who stood on the station platform moved out of his path. They moved quickly—all except one young man, dressed in a light gray suit and a stiff straw hat. The man had a cane and he decided to have some fun with William. Reaching out his cane, he caught the little goat by a horn and tried to hold him still for a few seconds.

WILLIAM'S eyes flashed. He was not hurt but he was angry. He backed so suddenly that Serena almost fell out of her seat. Then he lowered his head and charged. The man tried to run, but William's broad horns hit the seat of his pants with a thud, and down he went. The light gray suit was mussed. The cane was broken in

two. The stiff straw hat went spinning across the station platform. People standing nearby burst into laughter.

The man scrambled up the steps of the nearest railroad car. He dashed inside and slammed the door. The passengers who had been watching from the windows shook with laughter. So did the old conductor.

Outside, Serena was calling frantically, "Whoa, William! Whoa, William!" But the small red wagon rolled on. William was in a hurry. He knew from experience that the train never stayed in Basalt more than five minutes, and William had a dinner date. The cook on the train was expecting him.

The cook smiled a friendly welcome. Dressed in white, with cap and apron, he stood at his usual place on the station platform beside the dining car. With both hands he held a large cardboard box that William knew was full of choice table scraps. Serena got out of the wagon and waited.

"Maa-a-a," said William.

The cook smiled and set down the box. "Dinner is served," he said.

William went to work. In no time at all he gulped up the food, even the cardboard box, and looked around for more. Just then the conductor sang out, "Aa-all aboard!"

People rushed into the railroad cars. The man in a blue suit with shiny brass buttons lifted his right arm to signal the engineer. That signal was known as a highball. The engine whistle gave two long wails. *Waa-a-00w! Waa-a-oow!* "Here we go!"

The wheels started to move. Faster and faster. *Chug-chug! Chug-chug!* Serena's blue eyes followed the long gleaming train until it disappeared in the hills. Then she turned to look at William. The goat was nibbling the man's stiff straw hat.

"Here, give me that hat! You mustn't eat such things!"

She put the battered straw on William's head. It did not fit. So she tilted it against his horns and tied it there with the Scotch-plaid ribbon from his neck.

"That's to keep the sun out of your eyes," said the girl. She studied it a moment and then sat down in the wagon. "Let's go home now!"

SERENA flipped the reins. William could see nothing more to eat, so he jogged up the white dusty road toward the ranch

house. At the creek he stopped for a drink of water.

Serena spoke to him. "William," she said, "you do like to meet the train, don't you? I do too. Tomorrow I am going to visit Aunt Clara at Glenwood Springs. I'll be gone a day and a night, but after I get back we can meet the train again."

Early next morning Serena woke up when the summer air was still cool with mountain dew. Dressing hurriedly she packed her bag. Then she went down to the orchard to say a quick good-bye to William, who was tied to an apple tree. After that she hurried back to the house where her mother was waiting in the carriage. As they drove past the orchard, Serena turned and waved to her pet.

"Good-bye William!" she called out. "Remember what I told you!"

"Maa-a-a," said William, trying to break his rope. He did not like to be left behind.

After Serena had gone, William began to feel lonely. The day passed slowly. Bees buzzed around the apple trees. Crickets chirped. The sun grew hotter and hotter. By and by William lay down in the shade and fell asleep.

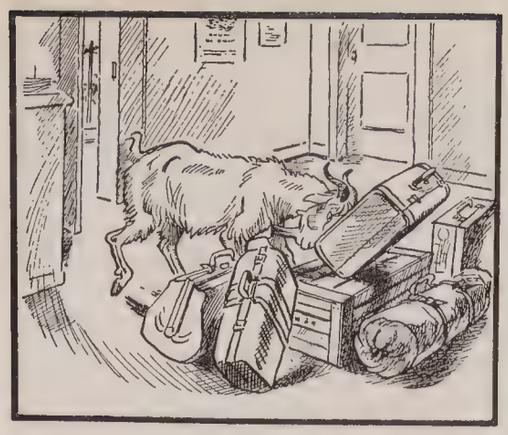
Late that afternoon the engine whistle woke him up. The four o'clock train was steaming into Basalt. Gray clouds darkened the sky. A breeze swept the valley.

William sprang to his feet and tugged at the rope. It would not break. Again and again he tugged. It was no use. The Colorado Midland Railroad train would soon reach him with good things to eat, but William was still tied up in the orchard.

The little creature was frantic. Then the thought of food gave him an idea. He chewed and chewed the rope until it fell apart. At last he was free! He forgot all that Serena had said. He was hungry again.

Jumping the rail fence, he ran joyously down the road. He galloped all the way to the depot, hoping to get there on time. Just before he reached the station, the gray clouds turned to rain. William was drenched. Water dripped down from his broad horns, his tail, and his long beard.

THE TRAIN was in the station now. He went straight to the dining car, but nobody was there to



greet him. There wasn't a soul on the station platform! William was disappointed. Something was wrong! William cried "Maa-a-a" as loud as he could. He stamped his feet. He butted his horns against the side of the dining car. But nothing happened.

Finally he climbed the car steps. The doors were open, and he walked into the kitchen. His old friend was not there. Instead, a new cook was working in the kitchen.

The new cook frowned. He did not like to see a wet bedraggled animal in his spotlessly clean kitchen.

"Get out!" he shouted, raising a frying pan. "You smell like a goat."

William's feelings were hurt. He fled to the car behind. Just then the train began to move out of Basalt station, with William still in a day coach!

The poor goat gazed about in dismay. He saw red plush seats and bronze lamps that hung from the ceiling. He saw strange faces everywhere. The passengers were not very friendly. One lady shrieked: "Land's sakes, where did that dirty goat come from?" She jumped up onto a seat.

Another one pointed. "Look at that rope dangling from his neck! He must have broken out of the

baggage car."

William stood perfectly still. He did not know what else to do. Then he gave a bleat of joy. Coming down the aisle was a familiar face. He leaped forward and nuzzled his horns against the blue uniform and brass buttons of the old conductor.

The conductor laughed aloud. "What's wrong, William?" he asked, stroking the little goat's wet head. "Didn't our new cook give you any dinner?"

"Maa-a-a," the goat replied sadly.

"We'll fix that right away. You just wait here!" The old conductor turned to face the passengers. "My friends," he said, "this is William, the dining-car goat. Every day he meets our train at Basalt station and the cook on the train gives him table scraps to eat. But there's a new cook on today and I guess he doesn't know our custom of feeding William."

THEN the conductor disappeared into the dining car. A moment later he came back with the cook and a pan of food. He set the pan on the floor. William promptly emptied it.

"What are you going to do with the goat?" asked the cook.

"Put him off at the next stop," said the conductor. "That is Glenwood Springs."

"But Glenwood Springs is an hour's ride from Basalt. How can he ever get home again?"

The conductor smiled. "Oh, he'll get home all right. I will ask the station agent there to keep him overnight and send him back to Basalt on the morning train."

So William spent a night in the baggage room at Glenwood Springs. It was his first night away from home and he was most unhappy. He wondered if he would ever see the ranch house again, or Serena Beck, or the small red wagon, or his old friend the cook on the four o'clock train.

The thought of the friendly cook and his box of food reminded William that the hours were passing and he was getting hungry once more. The station agent had forgotten to give him any food. William stamped his feet. "Maa-a-a," he cried again and again. He butted his horns against the door of the

baggage room. No one came.

Suddenly he smelled apples, good, sweet, juicy apples like those in the orchard on the ranch at Roaring Fork Valley. He sniffed around. Beneath a pile of suitcases and packages he discovered a whole crate of apples.

William pushed aside the suitcases and packages with his horns. Then he jumped up and down on the crate until he broke its lid. After that he ate his fill of apples and finally went to sleep.

NEXT MORNING when the station agent opened the door of the baggage room, he was angry to see the damage that William had done. He hastily shut the door and went to hunt for a dog collar and a chain. When he returned, he fastened the collar around William's neck and led him out to the platform. William went along quietly.

The morning train for Basalt arrived at Glenwood Springs and stopped. The station agent laid a wide plank from the platform up to the open door of the baggage car. Here William balked. He refused to board the train. The agent pulled on the chain while the baggage man got behind and pushed the little goat. William would not budge.

Then two brakemen in blue uniforms from the train crew came over to help the station agent and the baggage man. The dining-car goat stood stock still. One of the men whacked him with a brake club. Two others tried to pull him into the car by his horns. William was very unhappy.

"Maa-a-a! Maa-a-a!" he cried. Nobody had ever treated him like this before.

All of a sudden someone came to his rescue. She was a girl with fiery blue eyes and flying red pigtails. She rushed across the station platform toward the man with the brake club. She pummeled him with her two fists and screamed, "You let my goat alone!"

There were tears of anger in her eyes. In that instant two more things happened. A woman hurried across the platform, calling out, "Serena Beck, what *is* the matter?" And William broke away from the four men who were trying to force him into the baggage car. He nuzzled his horns gently into the girl's back. He was delighted to see Serena.

Everybody began talking at once.

"Quiet, please!" Aunt Clara said. "I want to hear what happened."

"Madame," said the station agent, "this goat wandered into a railroad train at Basalt yesterday afternoon and the conductor put him off here. He is a dining-car goat. He meets the same train every day and the cook feeds him table scraps."

AUNT CLARA nodded. "Yes, I know. He belongs to my niece here."

"Well," said the station agent, "we kept him here overnight and now we're sending him home to Basalt."

"My niece is going back on this train. Maybe she will take charge of her pet."

Serena patted the animal's back. "I am sorry if I lost my temper," she said, "but I didn't want anyone to hurt William."

"We weren't hurting him, miss," said the man with a brake club. "We were only trying to put him in the baggage car."

"I will put him in," Serena volunteered. "Come on, William!"

William followed her quietly up the plank into the baggage car. Just then the conductor sang out, "Aa-all abo-oard"

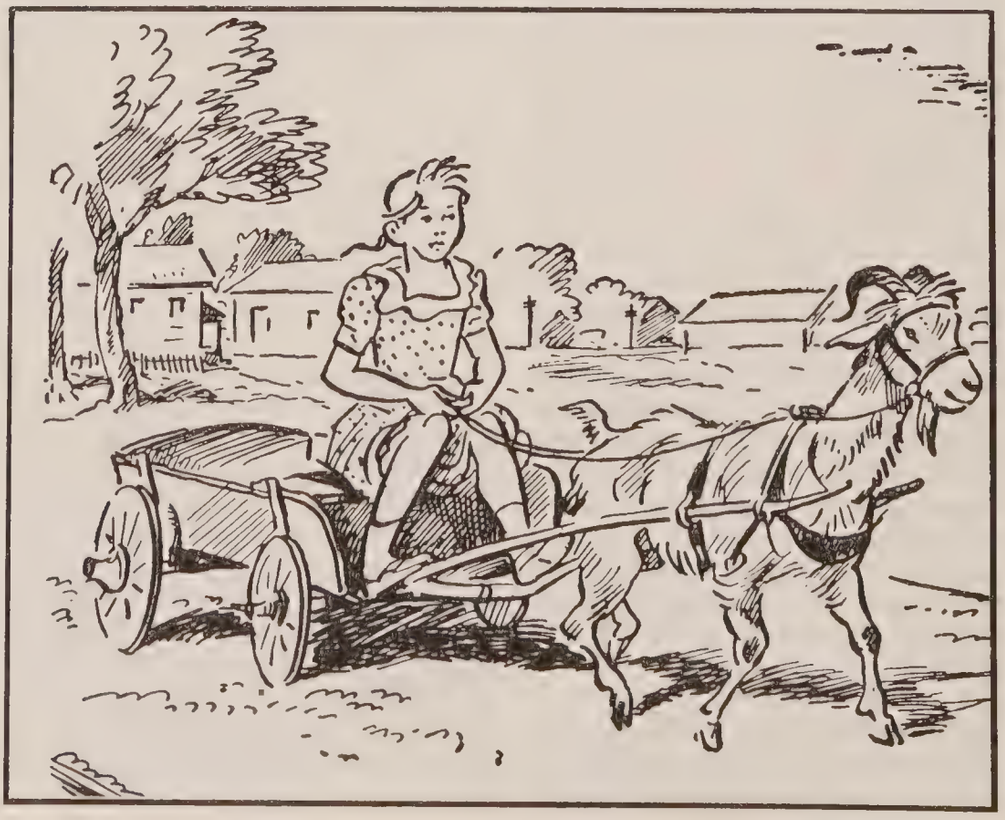
Aunt Clara yelled, "Can you manage that goat?"

"Yes, indeed," said the girl. "Daddy will be waiting at the station for me. Good-bye, Aunt Clara! Thank you for a very nice visit."

"Good-bye, my dear!"

"Maa-a-a!" said William.

The engine whistle gave two long wails. The trainmen got on board the cars. When the wheels began to turn, Serena and William were standing side by side in the baggage car. They were going back to Basalt in the Roaring Fork Valley, back to Daddy and Mamma and the ranch house and the small red wagon. They were both very happy. ●



STEVE MAGUIRE'S

TRANSIT TOPICS

A NEW LIGHT RAIL super-trolley system is recommended for Pittsburgh, Pa., by DeLeuw, Cather & Co., of Washington, D.C., a consulting firm hired for a $500,000 fee to examine alternatives for future transportation in the city's South Hills corridor. The survey included the relative advantages of Skybus, light rail trolleys, rail rapid transit, and busways.

The report, covering 700 pages, calls for a 23-mile system over the right-of-way now used by Library and Drake trolleys but crossing the Monongahela River and running on two routes in downtown Pittsburgh. One line utilized Penn Central tracks to the present station. The other would loop around over Smithfield, Third, and Fourth streets. Cost of the proposed system is estimated at $531 million. If Government funding is obtained, work on it could start at once, with completion set for 1982. James Flaherty, county commissioner, who is Mayor Pete Flaherty's brother, is delighted with the rejection of Skybus.

"The report looks good to me," he said. "If the figures hold up, I don't think we'll have to go to a referendum. Skybus died in the primary, but this puts the lillies on the grave. Thank God for Dr. Hunt and Pete."

Dr. Hunt is William R. Hunt, who was a county commissioner until his defeat last November and who for eight years led the fight, with Mayor Flaherty, against Skybus.

Also in Pittsburgh, Pam Garshak and John Killosky were wed on March 13th in an informal civil ceremony aboard a streetcar named *Desire*. The bride, 17, and bridegroom, 22, both from suburban West Mifflin, rented the Port Authority's bright orange and pink car *Mod Desire* for the wedding, saying they wanted to do "something different."

As the streetcar ran slowly through downtown Pittsburgh, decorated inside with Valentine's Day paper garlands of hearts and cupids, a county judge read the vows. The bride wore a long beige gown and carried a bouquet of daisies, roses, and baby's breath while the groom, a steelworker, was dressed in a leisure suit.

As the judge pronounced them husband and wife, the streetcar neared a bridge over the Monongahela River and the motorman then radioed "They're married!" to commercial cars backed up on the same tracks. A tape recorder that had played soft rock music through the ceremony broke into "Clang, Clang, Clang Went the Trolley."

But not all trolley rides in Pittsburgh are blissful. The other day a route 49 car bound for Beltzhoover was struck broadside by an automobile on Smithfield Street bridge. One trolley rider and two motorists were injured. The damaged car was then taken to South Hills yard, where its motorman reset the brakes. But for some reason unknown to us, the brakes still didn't hold. The car, moving down the track, ran into a work trolley, damaging the ends of both vehicles. The motorman escaped injury in the first crash but not in the second. Taken to a hospital, he was treated and soon released. For our Pittsburgh news items we thank Donald Slick, Jim Cerny, and Patrick Gibbons.

A tram enthusiasts heaven is Vienna, Austria, where a wide variety of types are in use. Here is a tram & trailer in downtown area where many lines criss-cross.

William A. Burke, 728 Hanford Place, Westfield, N.J. 07090

BRITISH PEOPLE coming to Philadelphia for the U.S. Bicentennial can find a touch of home on the city's trolley tracks in the form of a genuine Blackpool tram car which arrived in America via the transatlantic service of Atlantic Container Line. Looking somewhat like an open-top boat, the 44-year-old tram has carried thousands of vacationers along the famed seven-mile-long waterfront promenade of the British coastal resort, which is holding its own Centennial observance during 1976.

Beginning this spring and for the next two years, the 56-passenger tram will be operated by the South East Pennsylvania Transportation Authority, carrying many thousands of visitors on the Philadelphia Independence Loop, after slight modification for service on the Philadelphia streetcar system. John Woodman, a Blackpool-born resident of New York, arranged for the loan of the tram from Blackpool to Philadelphia in commemoration of the "birthdays" being celebrated in both cities. He says it will be the first British-built trolley car to run on an American transit system.

EVER SINCE 1964, Miami, Fla., has been preparing for a rapid transit system. Last March the county applied to UMTA for Federal funding to build the first 23 miles. William T. Coleman, U.S. Secretary of Transportation, sent $15.2 million as a "down payment" to be used for final engineering. Groundbreaking for a three-mile test track in Perrine is expected in less than a year, with revenue service to begin over 23 miles in late 1981 or 1982. The entire system should be at an estimated cost of $2.165 billion 48 miles, but so far the Federal Government has agreed to help underwrite only the first 23 miles.

There will be no underground tunnels, due to the soft ground and high-

Members of the Electric Railroaders' Association toured Boeing-Vertol trolley factory in Ridley Park, Pa., a suburb of Philadelphia, last October 25th. Here, the first trolley cars built in the U.S. since 1952 were seen in various stages of construction. Articulated cars will run in Boston and San Francisco.

Roger Arcara, 1432 Leland Ave., Bronx, N.Y. 10460

water table. All track will be at or above ground level, even through the downtown areas of Miami, Coral Gables, and Miami Beach.

Preliminary plans call for a rapid transit car to be 67′ 6″ long, 10′ wide and 10′ 6″ high. Each car will have three bi-parting doors on each side. Seating capacity for 66 persons and full load design for 130 persons. The car will have a crush capacity of 240 persons. All cars will be air-conditioned. Each will be powered by four 175 hp d.c. motors. Maximum speed will be 70 mph. Standard-gage rail is anticipated. Power supply will be through a third-rail system.

IN CHICAGO, an alternative to the proposed $1.3 billion downtown subway plan has been proposed by that city's chapter of the American Institute of Architects. They feel that the Federal Government will never fund the costlier plan, according to news items which Dave Nelson and Steve Scalzo sent to us.

The new proposal would see the existing Loop structure rebuilt into a more modern and more attractive style that would also cut down on train noise. It would scrap plans for the Franklin and Monroe streets subways and replace them with a surface rapid transit line using the Chicago & North Western tracks along the Chicago River bank. This plan appears to be much less expensive than those heretofore proposed by the Chicago Urban Transportation District for consideration by UMTA.

AT CLEVELAND, the Rapid Transit Authority has unveiled a tentative five-year capital improvement budget calling for $150 million. It lists as future needs 60 new light rail vehicles for the Shaker Rapid lines and 20 new cars for Cleveland Rapid, reports Dr. Bernard L. Albert of Scarsdale, N.Y. The RTA took over mass transit in the Greater Cleveland area in October, 1974, at which time officials estimated that ridership would increase by 19 percent the first year. Instead, it has topped 26 percent and is still climbing.

A SMALL GROUP of transit fans and historians are working on a history of Fresno Traction Company. They have a publisher for the book, but need photos of the local horsecars and early electrics, particularly the old stepless Dragon types. According to James H. Harrison, 728 E. San Bruno Ave., Fresno, Calif. 93710, the group includes an elementary school principal, an accountant, a city engineer, and a sixth grade tekacher. We hope some reader supplies the needed old photos to speed up book production.

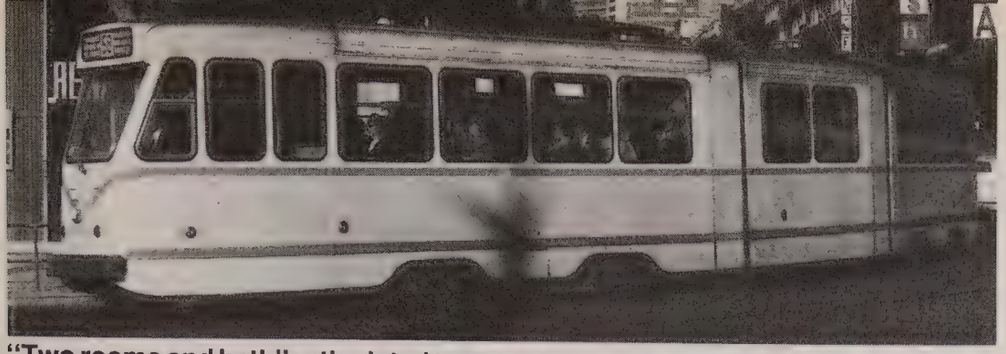
FIFTEEN years ago, when the Chicago, Aurora & Elgin was abandoned, many trolley museums throughout the country were already operating and seeking equipment. The CA&E's old wooden interurbans were an especially welcome sight. We don't wonder that so many of these were saved. In one case, every vehicle the line owned of a 19-car order from Jewett Car Co. was saved. These big, wooden interurbans, numbered 315-321, are all now preserved in trolley museums.

The Wisconsin Electric Railway Historical Society, operating the East Troy (Wisc.) Trolley Museum, listed the preserved cars in its recent March issue of the monthly *Wisconsin Electric Lines* bulletin. Here they are. From 11 through 321 the cars are wooden-bodied; from 409 through 460, all steel construction.

11 RELIC Trolley Museum
20 RELIC Trolley Museum
36 Columbia Park & Southwestern
303 Columbia Park & Southwestern
308 Indiana Museum of Transp. & Communications
309 Illinois Railway Museum
315 Railways to Yesterday
316 RELIC Trolley Museum
317 RELIC Trolley Museum
318 East Troy Trolley Museum
319 Columbia Park & Southwestern
320 Midwest Central RR.—Mt. Pleasant, Iowa
321 Illinois Railway Museum
409 Columbia Park & Southwestern
431 Illinois Railway Museum
434 Seashore Trolley Museum
451 Columbia Park & Southwestern
453 Columbia Park & Southwestern
458 Columbia Park & Southwestern
460 Columbia Park & Southwestern

Only one Pullman-built interurban of CA&E was saved, this being 409, now at the CP&SW Olmstee Falls, Ohio. Similarly, only one Pullman of the North Shore line, which was abandoned a year later, has been saved. The Hicks Locomotive Works of Chicago built only two interurbans; CA&E's 309 and 310. The former was saved, only to be gutted by fire a few years ago at Union, Illinois, and is now being restored. Four cars of a CA&E subsidiary, the Aurora, Elgin & Fox River, abandoned in 1936, are preserved at the CP&SW in Ohio. They had been sold to Shaker Heights Rapid Transit in 1937 and, after leaving service in 1953, were purchased for the CP&SW museum line.

ARDEN TROLLEY MUSEUM, operating at Washington, Pa., has completed



"Two rooms and bath" articulated trams are common sight in Brussels, Belgium.

Photograph by William A. Burke

a new car barn with three tracks, enabling most of the equipment previously stored outside to be under cover hereafter. Future plans call for extension of the present ½-mile of mainline trackage at each end, both to the north and west, which would double to present operating trackage.

RAILWAYS TO YESTERDAY's museum operation at Orbisonia, Pa., may eventually operate a restored York Railways car. The body of No. 163 was located a few years ago in good condition and brought to the museum property. It is unusual in being one of the very few Brill curveside cars ever built. In 1924 the Cincinnati Car Co. had a patent on the curveside design and sued Brill, which thereupon quit building cars of this type.

The big problem with restoring 163 was finding suitable trucks. Inquiries to several museums and lines in Mexico did not turn up the correct Brill 77-E-1 trucks. Finally, a member heard that Nankai Electric Railway in far-off Japan was disposing of cars with such trucks. So the trucks were bought in Japan. After much effort, donations were received to cover the costs of packing, transport to dockside, and ocean freight, and the trucks arrived at the museum.

METROPOLITAN ATLANTA'S Rapid Transit Authority will soon order 100 cars, with options for 20 additional at the same bid price; 50 different companies were consulted before the decision was reached. Plans for this equipment are somewhat similar to those of new cars designed for other modern systems. Individually powered, they will operate in "married" pairs as in Washington, D.C. Trains will consist of two, four, six, or eight vehicles. In addition, MARTA will buy some cars to run individually. On the BART system, trains are made up of "A" and "B" cars, the former being those at the front and rear with control equipment and, in between, up to eight "B" cars without controls.

Each MARTA car will weigh 76,000 pounds, compared to BART's 60,000 and WMATA's 72,600. The MARTA car, like the WMATA, will be 75 feet long, compared with BART's 70 feet. The engineers are giving MARTA a higher car—11 feet, 10 inches—in order to get air-conditioning ducts overhead. MARTA cars will be the same width as BART's 10½ feet, but wider than WMATA's 10 feet, 2 inches. Despite its weight, MARTA's car will still qualify as lightweight. Cars on some systems weigh up to 89,000 pounds apiece.

MARTA vehicles will ride on 34-inch all-steel wheels, weighing 2,500 pounds each, compared to BART's 30-inch wheels made of steel and aluminum, and WMATA's 28-inch all steel. Propulsion equipment will consist of d.c. electric motors with alternating current choppers like BART's. However, MARTA's traction power system will be 750 volts, between the old standard of 600-volt and BART's 1000-volt. WMATA's electrification system also is 750 volts.

The MARTA car will carry 70 seated passengers, compared to San Francisco's 70 and WMATA's 81. BART's wide-track gage of 5½ feet was not adopted. Instead, the new cars will be standard gage: 4 feet, 8½ inches. In this connection would you believe that WMATA's gage is actually 4 feet 8¼ inches?

WRITING a book on the history of the Southern Pacific (and Interurban Electric) train and ferry service for San Francisco Bay, Robert C. Ford, 4101 American River Dr., Sacramento, Calif. 95825, wants info. on the disposition of the cars after service was abandoned in 1941.

"Sixty-one cars (55 coach-motors, 4 combo-motors, and 2 baggage-motors)," he writes, "went to the Pacific Electric, which used them for many years between Los Angeles and Long Beach. I'm trying to trace the remaining 85 cars (36 coach-motors, 49 coach-trailers, and 4 combo-motors). Verified locations for these latter include Ogden Arsenal (4 demotorized coaches, one demotorized combo, and 2 trailers); San Diego (20 to 24 trailers); Mobile (9 demotorized coaches); Aberdeen Proving Grounds (11 demotorized coaches); and Oakland (2 trailers used as offices). Unverified locations include Red River Army Depot, Bremerton Navy Yard, Benicia Arsenal, Camp Lejeune Marine Base, and maintenance-of-way service on an undisclosed Midwest railroad. Who can help me? I'd also like to buy photos of the cars."

AN ARMY of 1,000 policemen, some packing pistols in shoulder hoisters, rode "shotgun" on London's subway trains on March 18th, searching commuters and their baggage in an effort to thwart the Irish Republican Army's bomb war. It was the first time in the 113-year history of London's underground train system that Scotland Yard ordered armed protection for subway riders.

The Yard canceled police leave and ordered the operation, including about 100 armed plainclothesmen, following the discovery of a nine-pound bomb under a subway train seat cushion. It was the third subway bomb during a week. One exploded prematurely, injuring seven passengers. The bomber shot the train driver to death, wounded a pursuer, and turned the gun on himself. He was in critical condition in a hospital under guard.

New Electric Publications

THOSE who missed the three-day Light Rail Transit National Conference, sponsored by the Urban Mass Transit Association in June '75, may enjoy a 173-page record of the proceedings. This book, with a Foreword by Robert E. Patricelli, UMTA Administrator, gives information in every field of operation for light rail vehicles in both the U.S. and foreign countries. Copies of this book, known as *Transportation Research Board Special Report 161*, may be had Academy of Sciences, 2101 Constitution Ave., N.W., Washington, D.C. 20418.

Johnstown Traction Co. 1882-1960, by Benson W. Rohrbeck, 68 pages, 6x9", soft cover, is a brief account of the Johnstown, Pa., trolley system with photos, a roster, and three foldout maps, priced at $5.30 from the author, 1003 N. Chester Rd., West Chester, Pa. 19380.

And to Think It Only Cost A Nickle!, by David H. Steinberg, 98 pages, 8½x11", stapled binding, costs $5 from the Tennessee Valley Railroad Museum, P.O. Box 5263, Chattanooga, Tenn. 37406. This title could cover one of hundreds of trolley histories published in recent years, but is the story of the trolley, interurban, steam dummy, and incline railway lines in the Chattanooga area, complete with photos, maps, and rosters. The author has done a creditable job in digging up so many rare old photos at this late date.

A FEW OF THE COMPONENTS OF CONRAIL

Delaware, Lackawanna & Western enginehouse and wooden water tank at Ithaca, N.Y., October 13, 1907.

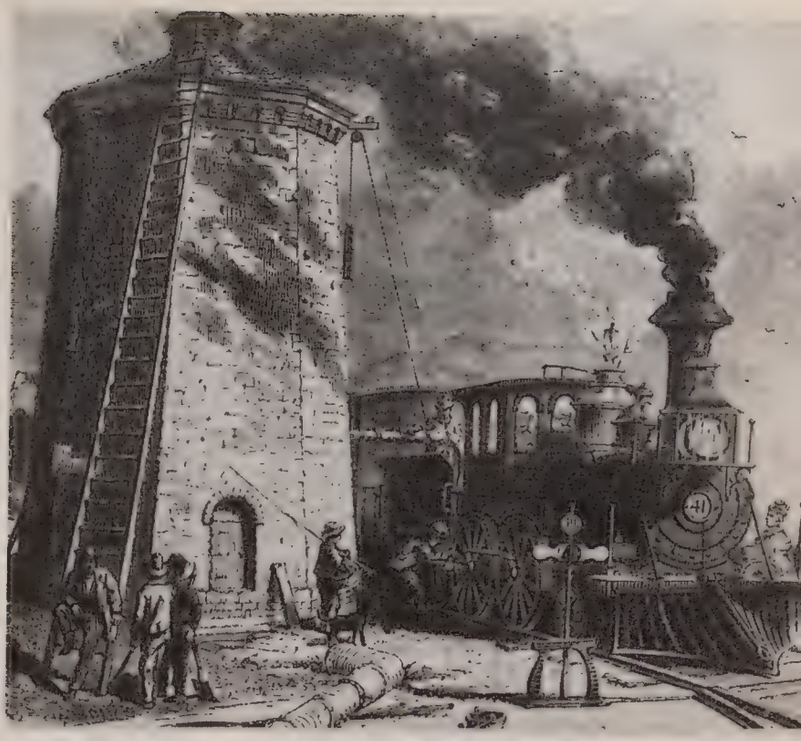
Old familiar railroad names, which in recent years, in many cases, were saddled with new additions, disappeared forever on April 1 by a government-backed, heavily-bankrolled private corporation called ConRail. Gone from the scene in one swoop were Penn Central, Erie Lackawanna, Ann Arbor, Reading, Central New Jersey, Lehigh Valley, and Lehigh & Hudson River. Missed most of all will be Pennsy, NYC, DL&W, Erie, Reading, AA, LV, and CNJ.

Lehigh Valley hack advertising "Route of the Black Diamond."

NYC yards at Michigan Central station, Detroit, Mich.

Central Railroad of New Jersey 8141 at Communipaw, N.J., on September 6, 1937.

Who remembers Pennsylvania's trackless switcher at work?



Smoke, steam and an old water tank on the Erie years ago.

Railfans would give a great deal to go back to this scene at old Reading roundhouse at Reading, Pa.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.

1. Were U.S. rail earnings helped much by last fall's export grain crop?

Decidedly. They were a chief beneficiary of the stepped-up shipments, due to Soviet Union crop failures, which sent overseas 67% of all grain harvested in the U.S. Grain volume moved by rail was 12.8% greater than during the big shipment period of 1973, which had set an all-time record. A Missouri Pacific official reported that in the first seven weeks of the fall harvest, the railroads nation-wide hauled 669.9 million bushels of grain, compared with 593.7 million in the same period of 1973. The bankrupt Rock Island noted that grain shipments gave the company a positive cash flow in the third and fourth quarter. "Grain shipments are the key to our recovery," said John Mitrose, RI vice president.

Burlington Northern grain shipments, which normally earn from 225 to 235 million dollars annually, set new records in three consecutive months, August through October. To improve its grain-hauling capacity, BN has added 1,000 new covered hopper cars at a cost of $81 million since 1970.

2. Where is Canada's longest rail tunnel?

Connaught Tunnel on CP Rail in the Selkirk Mt. range in western Canada, just over 5 miles long. Opened Dec. 6, 1916, the double-track bore replaced the hazardous Rogers Pass route in the Canadian Rockies which was threatened every winter with avalanches, and deep snow despite many miles of snowsheds.

3. The Central Vermont had three Pacifics. Any specs on them?

Yes. Pacifics Nos. 230-232, class K-3-b (Baldwin, 1912), had 22x28" slide valve cylinders with 200 lbs. boiler pressure. They were rebuilt in 1919 with superheaters, 190 lbs. b.p., piston-valve cylinders, and with Walschaert valve gear. In 1925 Elesco feedwater heaters were applied and boiler pressure was raised to 195 lbs. In 1950 Nos. 230 and 232 were retired and scrapped. 231 was retired in 1953 and scrapped in St. Albans, Vt., the following year. Before Schenectady turned out 4-8-2 Nos. 600-603 in 1927, these Pacifics were the queens of the CV passenger fleet. Often these 4-6-2's were seen as far south as Springfield, Mass., waiting to highball north the New York section of the *Ambassador.* They also were very popular hauling Norwich University football specials out of Northfield, Vt. Early this century a few Grand Trunk 4-6-2's were 233, 234 and 237, but Nos. 230-232 were the line's real Pacific grande dames.

4. Any info on Eastern Kentucky R.R.?

The EK, which later became the East Kentucky Southern, was incorporated in 1870 to succeed the Kentucky Improvement Co. Opened in 1879, it ran from Riverton to Webbville, Ky., 36 miles, had 3 engines, and 18 cars. It's been gone a long time.

5. Which Montana cities were named after Northern Pacific officials? Army officers who helped NP?

We know of three: Billings, Miles City, and Terry. Frederick Billings was NP's fifth president. Generals Nelson A. Miles and A.H. Terry had helped to subdue Indians who harrassed the NP in early construction days in North Dakota and Montana.

6. I'm a retired Santa Fe engineer. I'll be 65 this year. How do I sign up for Medicare?

Entitlement for both hospital and medical Medicare coverage is automatic at age 65 for almost all annuitants on the Railroad Retirement Board's rolls. To get coverage, employees who have not retired by age 65 must file applications at a field office of the Board during the three months prior to the month of their 65th birthday. This will give them immediate coverage at 65.

7. Please print "The Passing of the Handcar," by Charles R. Angell.

'Twas Rafferty who towald it fursht
An' Doyle who pashed th' wurrd
Along among th' siction hands
Till iv'ry wan had heard.

Th' road had ordered motor cars;
Its aisy t' be seen
That good owld Oirish muscle must
Give way t' gasoline.

In days of owld 'twas Finnegan,
O'Brien, Dunne, an' Mack
Who sint th' owld car speedin' up
Along th' siction thrack;
They worked together at the pump
Loike parts av a machine;
But now the boonch that did th' job
Musht bow t' gasoline.

8. When was the first excursion train run?

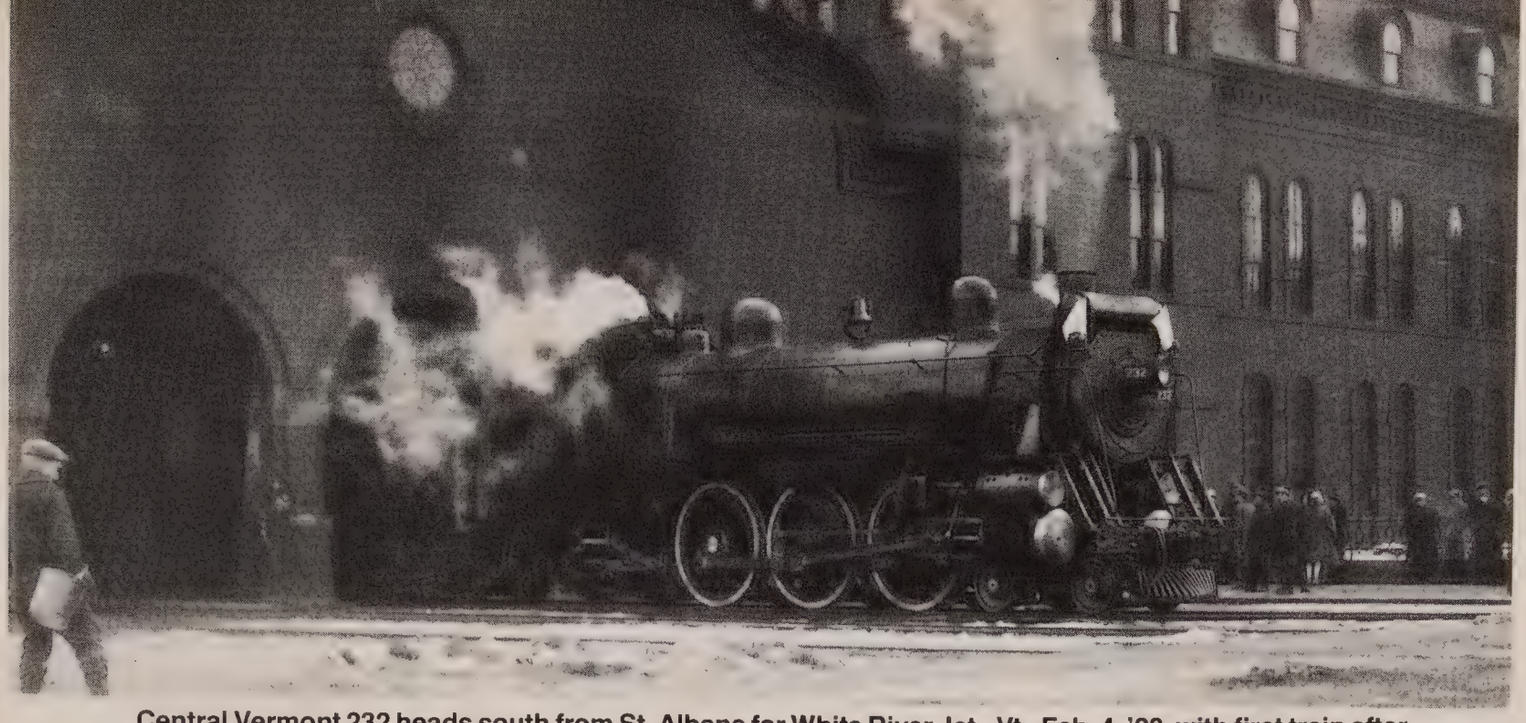
Organized by the Nottingham Mechanics Institute in England, it ran to Leicester on July 20, 1840. You might call it the first railfan trip. The second one ran from Leicester to Nottingham on Aug. 24, 1840, carrying 2,400 passengers.

9. Where is Cape Breton Steam Ry.?

CBSR terminal and depot are located on Union Street, Glace Bay, Nova Scotia, the heart of the coal-mining industry on Canada's picturesque Cape Breton Island. Locos Mogul 42 (Alco, 1899), ex-Sydney & Louisbourg, and Eight-wheeler 926, *Repton* (Eastleigh Works, 1934), ex-Southern Rys. of England, haul vintage cars on an 18-mile round trip from Glace Bay to Port Morien over the old S&L. While the engines turn on a wye at Port Morien, an old English doubledecker bus takes passengers to visit North America's oldest coal mine, dating back to 1720. Their rolling stock includes ex-Great Western Ry. (British) corridor coach and two lounge cars. *Miners Museum* car is one of the oldest operating cars we know about. Regular trains operate from mid-June through mid-September. For more info contact Cape Breton Steam Railway, P.O. Box 84, Glace Bay, Nova Scotia, Canada.

10. How does Amtrak ridership compare with a year ago?

It's up. January, one of the slowest, if not the slowest of all rail-riding months in the year, found 35,742 riding first class as compared with 35,012 in '75. The '76 coach figure of 1,261,882 compares very favorably with 1,217,898 for January '75. Passenger riding increased over a year ago, including the Minneapolis-Superior run begun April 15, '75; New York-Boston-Chicago service that started last Oct. 31, and Norfolk-Roanoke-Chicago that began March 24, 1975. The decrease takes in New York to Boston via Springfield, which ended service March 1, '75, and the Seattle-Vancouver run, terminated



Central Vermont 232 heads south from St. Albans for White River Jct., Vt., Feb. 4, '28, with first train after big floods of previous autumn had devastated road's northern division. Picturesque brick train shed has been torn down.

Collection of Gorton T. H. Wilbur

Dec. 28 '75 until this spring, due to damage of International Bridge.

11. What is meant by operating ratio?

The percentage which total operation expenses bear to total operating revenues. For example, if a railroad's total operating revenues for a given period are $10 million and its total operating expenses are $7½ million, its operating radio is 75%.

12. Anything on Southern's F-1 Tenwheelers?

Three manufacturers built those whippets: Nos. 940 and 962-968 by Rogers in 1890: 941-949 by Baldwin in 1893 and 1894, and 950-961 by Richmond in 1895. All had 66″ drivers and similar specifications, except 940, which had 62″ drivers and a slightly higher tractive effort. All had Stephenson valve gear, but around World War 1 most were given instead the unusual and seldom-used Southern valve gear. A few were equipped with Walschaert valve gear. Small rectangular tenders were used with the first engines; but some photos I've seen show at least four kinds of tenders and a variety of truck styles. The locos hauled passenger and mixed trains. A few remained on the active roster until the late 1940s, operating on the Mobile Division out of Selma, Ala. They were originally numbered in the 300 series, changed to 900's in 1903.

13. Tell me about the elevated line in Sioux City, Iowa.

In 1888, 1½ miles of a steam railroad line was elevated to solve the problem of dangerous tracks on city streets and to avoid the often-flooded lowlands, and the road was opened between Third and Jones streets and Morningside in Sioux City. It was electrified in 1893 and later merged into the Sioux City Traction Co. Originally known as Sioux City Rapid Transit, a company formed by the management of the Sioux City and Morningside Ry., the elevated was laid with 50-lb. T-rail and owned four steam motor cars.

On Feb. 23, 1895, the SCRT was sold under foreclosure to D.H. Robbins of St. Paul, Minn. He reorganized it as the Sioux City Elevated Ry. with six miles of track, partly elevated, and two motor cars, four trail cars, and two steam motors. On Oct. 1, 1898, the Sioux City Transit Co. was chartered and a year later it bought out the elevated line.

The elevated line's original charter, as the Sioux City Rapid Transit Co., was granted on March 26, 1888, and the road was opened in Sept. 1888. Equipment included one loco and eight pieces of rolling stock. On May 15, 1899, the Sioux City Traction Co. was formed by merger of the Sioux City Transit Co., the Central Traction Co., the Riverside Park Ry., and the Sioux City & Leeds Electric Ry. Many people consider the elevated railway one of the greatest follies in railroad history.

14. Anything on the Tidewater Southern Ry.?

This line was owned by Western Pacific with headquarters at Modesto, Calif. Incorporated March 11, 1912, it succeeded the Tidewater & Southern Ry., inc. Oct. 4, 1910. Passenger service ended May 26, 1932. The company operates freight service in conjunction with the Western Pacific, between Stockton and Modesto, 31.6 miles, with a branch from Ortega to Hilman, 48.1 miles. It has three locos, No. 745, class S-2 (Alco, 1943); Nos. 746 and 747 RS-1s (Alco, 1949) 22 boxcars, and one gondola.

15. Why was the Erie & Wyoming Valley built?

It replaced the incline plane and gravity railroad that the Pennsylvania Coal Co. operated over the Moosic mountain range between Dunmore and Hawley, Pa. The gravity line was opened May 23, 1850, to haul anthracite from the Scranton area to the Delaware & Hudson Canal at Hawley, where it was dumped into boats and floated to the New York market. This was a slow, tedious way and in winter was closed completely.

In 1882 the New York, Lake Erie & Western (better known as the Erie) secured the use of the coal firm's lands and planes for access to the anthracite lands of the valley where most of the coal was mined. That year on Nov. 6 the Erie & Wyoming Valley R.R. was chartered. Completed in 1884, it actually was an extension of the Erie from Hawley to Pittston. It gave the Erie direct connection with Scranton, Wilkes-Barre, and other towns in the Lackawanna and Wyoming valleys, operating both freight and passenger. On Jan. 10, 1901, the Erie bought the Erie & Wyoming Valley and the Pennsylvania Coal Co., including 40 locos, 20 passenger cars, 1533 coal cars, and 189 other freight cars. Later it became known as the Erie's Wyoming Division.

Running Extra

IN A RECENT ISSUE, Herman Wilson talked about New York Central

poppet-valve Niagara 5500 as the heaviest and most powerful 4-8-4 ever built, comparing her with Union Pacific 800 and Santa Fe 2900 series. The 5500's at 485,000 lbs. were outweighed by UP 2900's at 510,000 lbs., bracketed by the 800 series which ran from 465,000 lbs. for the earlier engines to 490,700 lbs. for the last ones. The 5500 developed a maximum dynamometer horsepower (drawbar hp) of 5000 at 65 mph and a maximum cylinder hp of 6620 at 90 mph. I do not have the equivalent test data for the 800's or 2900's but on the basis of cylinder and boiler capacities, I would judge the 800's to rate somewhat lower and 2900's a bit higher.—Charles M. Smith, chairman of New York Chapter, R&LHS, 3 Princeton Rd., Strafford-Wayne, Pa. 19087.

SEVERAL YEARS ago on Spencer dead line I saw an Alco FA-1, or FA-2, Southern freight unit. I need info on this loco. Also pix of Southern and SCL odd diesel lashups.—T.F. Meroney, Box 15, Mocksville, N.C. 27028.

INFO wanted on narrow-gage trackage in and around Ft. Wadsworth on Staten Island, N.Y. What was it used for? What type of power ran on it?—Robert Weinberg, 1515 Penn Ave., Brooklyn, N.Y. 11239.

I'M SEEKING a source of old and new railroad logos. We publish brochures for the rail model industry and need emblem cuts.—Jerome Skuba, general manager, Automotive Industries, Inc., 247½ Xenia Ave., Yellow Springs, Ohio 45387.

REGARDING QUERY on San Diego & Arizona Eastern, it runs from San Diego eastward to El Centro, Calif., about 136 miles, crossing the U.S.-Mexican border several times. Built by the Spreckels sugar interests as the San Diego & Eastern, it was completed in 1919. SP acquired full control in 1933 and renamed it SD&AE. Passenger operations from San Diego to Yuma, Ariz., ceased about 20 years ago.—John W. Rapoza, 9552 E. Live Oak Ave., Temple City, Calif. 91780.

WHO HAS info on the Canada Southern in Ontario?—John Haney, 848 Kipps Lane, Apt. 501, London, Ont., NJY 4S2, Canada.

I WANT a colored picture of the *Broadway Limited* on Horseshoe Curve and a Santa Fe train on Raton Pass, N.M.—Mrs. A.J. Christofaro, 405 Lathrop, River Forest, Ill. 60305.

WHEN were mechanical stokers applied to Pennsy K4s?—M. Haller, Box 680, Roxbury, Mass. 02120.

WHO HAS records or tapes of Norfolk & Western classes K1, K2, K3, A, J, E2, and E3?—W.B. Lee, Jr., 4912 Killam Ave., Norfolk, Va. 23508.

YOU ASKED what readers think of ConRail. I'd say it is appropriately named as being about the biggest "Con" that Congress ever foisted on the American public.—Wallace E. Smith, 3830 Hawk Lane, Colorado Springs, Colo. 80917.

WHERE can I get a detailed map of the Penn Central in New Jersey and the Jersey Central, showing signals, switches, crossovers, etc.?—Kenneth A. Levins, 146 Summit Ave., Jersey City, N.J.—07304.

I WANT info on the Missouri-Kansas-Texas line out of St. Louis that connected with the branch running between Hannibal and New Franklin, Mo.—J. Thomas Quinn, 552 Toyan Ave., #4, San Jose, Calif. 95127.

IS IT TRUE that when the Chicago & North Western was built, its major investors lived in England and insisted that the trains use the left tracks, as opposed to our standard right side?—John Brand, 350 Lovell Ave., Elmira, N.Y. 14905.

WHEN DID Union Pacific operate its last regularly scheduled passenger train?—Jerry Smith, 335 South Hemphill St., West Texas City, Texas 77590.

HOW DID Wabash's Ten-wheelers compare, power-wise, with their Consolidations, Moguls, Atlantics, and yard goat 0-6-0's: Who built them?—Allen Brooks, Manor Foundation, P.O. Box 98, Jonesville, Mi. 49250. *(Ed. note:* Suggest you obtain copy of *Railroad History,* Fall 1975, edited by John H. White, Jr., Railway & Locomotive Historical Society, Harvard Business School, Room 133, Kresge Hall, Boston, Mass. 02163. It's an all-Wabash issue, selling for $5).

HISTORY WANTED of Great Northern's Canadian lines from Minnesota to Washington state.—Merrill McCarten, Box 301, Craegmont, Idaho.

WHEN did Canadian Pacific build across the State of Maine?—Leland Barker, Rte. 1, Box 384, Athens, Maine.

MONSIEUR HONEGGER's title in Jan. '76 issue most probably derives from the European tradition of counting the wheels on one side of the loco only. Had he been an American, his composition would probably have borne the title Pacific 4-6-2. It is very doubtful that Honegger had knowledge of an American engine outshopped some 23 years before he published his work.—Luis Alcala, Mosholu Branch of New York Public Library, 285 E. 205th St., Bronx, N.Y. 10467 *(Ed. note:* We were being facetious on Mon. Honegger's Pacific 2-3-1. Thought we'd wait for the returns. Wow!)

I HAVE an old book, *The Official Railway List,* published in 1888 by The Railway Purchasing Agent, Chicago. Among its listings are the St. Louis Cable & Western, with gage, steam div. 3-foot cable division 4' 10½", miles operated, steam 20, cable 7, etc. Any info on this? Why the odd gages? Why part steam, part cable?—Laird Russ, Rte. 1, Box 179A, Cochrane, Wisc. 54622.

WHERE CAN I get a map showing steam roads that went through Ontario east to Niagara Falls and Buffalo, connecting with U.S. lines? How many were and are there? What companies have rights over these roads? Do they all pass through Welland?—Roy Tombs, Falkland, B.C. JOE 1W0, Canada.

HOW CAN I locate Peter A. Cox, formerly of 1600 Central St., Prince George, B.C., Canada? Also Elwin D. Purlington who last lived at 12511 39th Ave. N.E., Seattle, Wash. 98125.—L.P. Cummings, 129 Nevin St., Lancaster, Pa. 17603.

WHAT IS locotrol? How is it used in remote control of certain helper locomotives?—J.S., Box 5468, San Francisco, Calif. 94101.

WERE THERE several Mars headlight configurations, such as figure eight? Which did the Burlington use on their locomotives?—Dale Grice, 529 48th St., Des Moines, Iowa 50312.

WHAT HAPPENED to Tom Taber's history of the DL&W? Anyone ever start a DL&W fan club?—GCA, The Bullseye, P.O. Box 88263, Dunwoody, Ga. 30338.

WHY MoPac-UP pool units on Missouri Pacific mainline through Carthage, Mo.?—Jim Taylor, 710 Empire, Joplin, Mo. 64801.

LAST March 28 the Little River RR. received two ex-Milwaukee Road *Hiawatha* coaches, Nos. 605 and 633. The *Hiawatha* plaques about 28" tall, on each end of 605's passenger section are missing. Either Amtrak or someone else removed them. We'd like to buy or borrow these plates to make copies of them to place on the car. Anyone with info. on them should write to Charles F. Willer, 214½ W. Maumee #3, Angola, Ind. 46703. ●

PASSENGER TRAIN SURVEY

ILLINOIS CENTRAL GULF had the worst on-time record in the nation for Amtrak trains last year, the Amtrak said in its annual report. Penn Central was second worst. Amtrak and ICG brass collars blamed the delays on a variety of problems, including maintenance programs, to upgrade track and the poor quality of track.

The best record was held by the Boston & Maine with 97.4 percent. The Milwaukee Road was seventh best in the nation at 90.5 percent, and the Burlington Northern was eighth at 90.3 percent. The Santa Fe was on-time 86 percent of the time.

Amtrak's annual report showed also that Federally-operated rail passenger system was just $13 million short of losing $1 million a day. The official deficit for 1975 was $352 million, up $80 million from the previous year's losses, but Amtrak's express and mail business showed decisive gains.

Paul H. Reistrup, who took over as president of Amtrak a little over a year ago, attributed the record losses to inflation, a 15 percent boost in expenses, primarily fuel, and a 2 percent drop in revenue. Of the $605 million in Amtrak revenues last year. Reistrup explained, 65 percent went for salaries and personnel benefits and 35 percent for fuel, material, interest, depreciation and other expenses.

During his first year as president of Amtrak, Reistrup traveled 31,611 miles on its rails in order to get better acquainted with the territory and its problems. That is plus another 3,613 miles on the passenger rail systems of Canada, Britain, France, Germany, Italy, Spain, Sweden, and Switzerland, for a grand total of 35,222 rail miles.

Reistrup rode on 42 Amtrak name-trains, for a total of 95 rail trips within the U.S. Of these, 22 trips were aboard the speedy Metroliners in the Northeast Corridor. He also took extensive rides on such long-distance Amtrak runs as the *Southwest Limited* (Chicago-Los Angeles), *Empire Builder* (Chicago-Seattle), and *Inter-American* (St. Louis-Laredo).

The prexy reports on his trips, pointing out matters which need correction and praising employees who do especially good jobs. He also issues a "report card rating" on many trains, grading them from a possible low score of F to A-plus. Among trains which recently won his highest accolades are the new *Lake Shore Limited* and the *Sunset Limited.*

CHESSIE SYSTEM'S Lake Michigan trainferries offer scheduled service for passengers and motor vehicles from June 11 to September 7, the day after Labor Day. Between those dates, an additional vessel joined the two normally operating, making the scheduled service possible between Ludington, Mich., and Milwaukee and Manitowoc, Wisconsin.

A year ago, in announcing its 1975 schedule, Chessie said it was the last summer that such complete service could be given because ICC's failure to approve a fare increase made it uneconomic to operate a third vessel. Recently, however, the Commission indicated, in turning down Chessie's rate-increase petition, that it would permit a lesser increase, 8.6 percent. Chessie filed for such an increase to reduce losses on trainferry service.

LONG ISLAND Rail Road has its share of mysteries. Somebody "borrowed" two self-propelled cars from a train at Jamaica and took them for a joy ride to Baldwin. To do so, the thieves had to cross several dangerous electrified tracks on foot, get into the locked train, start it, and bypass several safety switches. The detached cars were hitting 80 miles an hour before officials monitoring the line shut down power to keep them from plowing into a passenger train. The cars coasted to a stop at Baldwin, police stormed aboard, and found nobody.

A FEDERAL grant of $1,206,344 has been awarded for improved commuter rail service on the Grand Trunk Western serving the metropolitan Detroit area. This grant provides for the purchase of GTW rolling stock, including four locomotives and 23 rail passenger cars. The four locos will be equipped with new steam generators, while the passenger cars will be renovated. The project also includes the acquisition of a complete train set consisting of one new locomotive and six new passenger cars, construction of a fourth track at the downtown Detroit station, and rehabilitation of the Birmingham station platform.

The GTW, under a service agreement with Southeastern Michigan Transportation Authority, carried nearly half a million passengers last year. Purchase of the railroad's rolling stock is expected to save SEMTA up to $200,000 a year in rental fees.

EL RAPIDO, a crack passenger train on the Sonora-Baja California Railroad, crashed into a packed Tijuana-to-Guadalajara bus on Highway 2, 120 miles south of Ajo, Ariz., the other evening, killing at least 30 passengers and injuring 75 more, reports Dave Rees.

The train, with 40 passengers aboard also bound for Guadalajara, was running more than an hour behind schedule on its run from Mexicali to Benjamin Hill when it tore through the middle of the packed bus and carried the wreckage, with its screaming occupants, several hundred feet down the track. The locomotive and three of its eight passenger cars were derailed. Most of the casualties occurred aboard the bus. Both the bus driver and the engineer of the train were killed. Ironically, the crash took place beside a graveyard.

A Spot for Personalities

TWO of our *Interesting Railfans,* Fred Stindt and Arthur Lloyd, have been elected to the board of directors of the National Association of Railroad Passengers. With two other Board members, they represent NARP in Northern California and the Pacific Northwest. Their first meeting was held in San Francisco on March 11th to set up a local Bay Area Chapter.

C.E. BERTRAND, president and chief executive officer of ex-Reading Railroad, has been named a vice president of Amtrak and designated general manager of the Northeast Corridor.

A SMALL GIRL was riding a train for the first time. She pointed to the trees outside her window and asked, "Mommy, what are those?" Her mother replied, "Those are trees, dear," the child inquired, "Where are they going?"

DON OHMAN, Amtrak ticket agent at Pasco, Wash., has composed and recorded a song entitled "American Tracks, Amtrak," paired on a 45-rpm record with "Montana West." It's available for $1.50 from Ohman at 2413 W. Seventh St., Kennewick, Wash. 99336.

"IF YOU PLAN to go to New Orleans," writes John Handley in *The Chicago Tribune,* "consider taking the train. . . . The food on the *Panama Limited* is tasty enough to make most airline meals seem on par with TV dinners . . . one of the great pleasure of train travel is . . . unhurried meals in the dining car as the miles flash by . . ."

CAN ANY reader tell me what happened to the two-man motorized coach that was tested in June, 1954, on at least two roads, the Pittsburgh & Lake

Erie and the Erie? Who built it, what motive power was used, was it a combine, and how many seats did it have?—Jim Chekouras, Box 541, Ashtabula, Ohio 44004.

Of Interest to Canada

CANADA'S rail passenger system will be reorganized by 1980, Transport Minister Otto Lang announced. His plans include curtailing some services and improving operations in the heavily-populated region between Quebec City and Windsor, Ontario.

Mr. Lang told the Commons that government's goal is a single passenger-train system across the country, eliminating duplication between CP Rail and CN. The Canadian Transport Commission will hold hearings on which services should be dropped. His statement was made to assist the CTC in its review of CP Rail's transcontinental train service. In a separate statement the CTC ordered CP Rail to continue operating its transcontinental train. *The Canadian,* at least until the cross-Canada rail system is reorganized.

Mr. Lang said, "Canadians are not pleased with the railway passenger system as it currently exists." Losses on unprofitable rail routes amounted to $167 million in 1974 and were expected to rise to about $400 million in 1980 if changes were not made.

About 20 percent of the nation's passenger trains carry 10 passengers or less on the average trip; 55 percent carry less than 47; and only 35 percent more than 100, he said. Only one-third of the seats offered were sold every year. CP Rail and CN duplicates operations on more than 2,000 miles of their routes. Rail management and government policy combined to produce a run-down system.

Mr. Lang said that as service improvements are made on remaining rail routes, the government will increase its subsidies to railways from 80 to 100 percent of losses on unprofitable services with higher federal subsides, the government "will now expect Canadian National, Canadian Pacific, and others to make management decisions to improve services."

If the railways fail to do a proper job, he added, "we will have to consider another organization to provide rail service in Canada." This was a reference to the national passenger corporation promised by the Liberal party in the 1974 federal election.

Officials of Canada's big railways reacted cautiously to word from Transport Minister Otto Lang that they can start ordering new passenger cars immediately because they are assured of adequate returns on passenger service.

A CP Rail spokesman said flatly his company was not in a position to order new cars now. A Canadian National Railways spokesman said the publicly-owned railway is pleased to learn it will be getting an adequate return on passenger service and assumes that means full not partial federal subsidies for money-losing passenger operations.

ALMOST every American city now offers some sort of exhibition about the American Revolution—cities like Washington and Philadelphia have dozens—but a quite different one serves as an antidote in the capital city across the border.

The Canadian War Museum in Ottawa is staging an exhibition entitled, "Revolution Rejected, 1775-'76." How many people know that an army from what is now the United States actually captured Montreal late in 1775 and occupied it for seven months? That story, as well as the later defeat of revolutionary forces trying to take Quebec City, is described in the Ottawa display.

Amtrak can now ticket U.S. travelers to Canadian National Railways destinations , as well as to some Canadian cities on its own international routes. A heavy two-way traffic across the Canadian-U.S. border is expected this summer, both because of the Bicentennial and the Montreal Olympic games.

Down by the Depot

PITTSBURGH's Pennsylvania Station 50 years ago handled more trains daily than any other single railway terminal in the U.S. , with three exceptions, South Station in Boston, Penn station in New York, and Broad Street Station in Philadelphia. (Remember, that was half a century ago.) With 475 trains entering and departing daily, its business exceeded that of several terminals with larger and finer buildings, such as the Union Stations in Kansas City and St. Louis and New York's Grand Central Terminal.

You had but to stand on Pittsburgh's Penn Station driveway any evening during the rush hour and watch the people swarming up the broad sidewalks leading to the main entrance in order to appreciate its importance. If the trains had been spaced evenly, one would have arrived or departed nearly every three minutes in the 24-hour day.

At that time Boston's South Station entered by the New Haven and Boston & Albany railroads, had 601 trains a day and was one of the world's busiest stations. New York's original Penn Station was placed high in the list by the large number of suburban trains on the Long Island Rail Road using its tracks. The number of trains using New York's Grand Central in those days was 406; Chicago & North Western Station in Chicago, 310; Illinois Central Station in Chicago, 398 trains.

Not all of Pittsburgh's traffic was confined to Penn Station there. The busy terminal of the Pittsburgh & Lake Erie railroad at the south end of the Smithfield Street bridge handled 66 trains a day, and the Baltimore & Ohio at the north end of the same bridge accounted for 76. Ft. Wayne Station on the Northside was the originating and receiving point for 18 separate Pennsylvania trains daily. The total of all these, 635 trains, represented the total number of trains entering and leaving Pittsburgh every day, not counting a few additional ones on less busy railroads. The number of passengers coming and going daily, not counting through travelers on trains passing through Pittsburgh, exceeded 80,000 a day. Most of these were commuters.

Today, however, I understand that just four trains a day enter or leave Pittsburgh's Penn Station, which is a sign of the times.—Charles R. Foster, 504 N.E. 9th Ave., Gainesville, Fla. 32601.

RESTORATION of an 1887 railroad depot is the central feature in a $3 million intermodal transportation center in Kalamazoo, Mich. The Romanesque-style sandstone and red brick building will be the hub of rail, taxi, bus, and limousine service for southwestern Michigan.

Preliminary planning began two years as representatives of Amtrak, Penn Central, several taxicab companies, three inter-city bus lines, the City of Kalamazoo, the state, and the Federal Government met to discuss the new idea. The talk turned to action in July 1975, when the city agreed to buy the depot and surrounding land for $116,000 from Penn Central. Amtrak and the other transportation companies plan to lease space in the depot after the building has been restored.

ORLANDO, Fla., gateway to Walt Disney World and other central attractions, has won the first quarterly "Outstanding Station" competition of Amtrak's Southern region. Award is for efficiency, cleanliness, and employees' attitude and appearance. ●

BOOKS of the RAILS

by Gorton T.H. Wilbur

Boarding cars used by UP laborers who built first transcontinental railroad.
Original A.J. Russell photograph used in Makin' Tracks

VAN HORNE'S ROAD, by Omar Lavallee, 304 pages, 8½x12", hardbound, photos, rosters, maps, diagrams, train orders, Railfare Enterprises Ltd., $24.95. (Available from Railroad Magazine Book Service.)

Very few people I know have more feel for Canadian Pacific history than Omer Lavallee, one of our *Interesting Railfans.* I am sure Van Horne would have liked to know him. Omer has put together an excellent book of the early CP days. It is well written, with 460 good loco and train pix, many never before published, plus 40 maps and diagrams designed and prepared by the author. He puts in words what CP's premier photographer, Nick Morant, another *Interesting Railfan,* has portrayed so often with his camera. Having ridden the entire Canadian Pacific route, often with a feeling of genuflect in the awesome Rockies, I appreciated the luxury of my rear dome-car seat as compared with the rough-riding pioneer cars of long ago.

Lavallee writes that few Canadian historical topics enjoy as abundant a bibliography as the CP transcontinental railway. This many-faceted drama has been given a variety of treatments, ranging from economic and business analyses to popular historical accounts. Each author in turn had his own story to tell. Thus, the accounts use different perspectives, varying chronological parameters, and a considerable range of literary style. Yet it is a measure of the breath of the topic that still other approaches remain to challenge the writer and researcher. That, in a word, was the motivation for this book. It presents an illustrated story about not only Van Horne but also his creation, the first Canadian transcontinental railway.

THE LONG ISLAND RAIL ROAD, PART SIX: THE GOLDEN AGE, 1881-1900, 283 pages, 6x9", hardbound, photos, rosters, station listings, published by the author, Vincent F. Seyfried, $10. (Available from Railroad Magazine Book Service.)

LIRR historians will find this series immensely interesting. My thanks to Felix Reifschneider for sending me this fine work. Most appropriate here would be a time-machine going back to the late 1800s when Austin Corbin was the dominant figure and new vistas beckoned on the LIRR with the opening of the Montauk, Whitestone, Oyster Bay, and Port Washington extensions. Of special interest to me was the train-ferry service between Oyster Bay and Wilson's Point, Conn. and the Boston rail connection. Good roster and picture credits deservedly go to Harold Goldsmith, Harold Fagerberg, Arthur J. Huneke, and *Interesting Railfan* Ron Ziel. Ron dipped liberally into the fine Fullerton and Webber collections.

With this sixth volume in the continuing series on LIRR history, writes Seyfried, the road's full story from 1863 to 1900 is completed—a 40-year period that was eventful, progressive, and colorful. It seemed appropriate to call this volume "The Golden Age of the Long Island Rail Road" for several reasons: in this era the road reached its peak in route mileage, the last era in which it would enjoy a monopoly of the island's passenger and freight traffic. Significantly, too, these were the last years the LIRR would ever operate in the black; after the Pennsylvania took over in 1900, the long slow slide began.

GOVERNMENT OPERATIONS OF THE RAILROADS, 1918-1920, by Aaron A. Godfrey, 190 pages, 5½x8½", hardbound, text, Jenkins Publishing Co., $6.95. (Available from Railroad Magazine Book Service.)

With such pseudo-government operations as Amtrak and ConRail, this different treatment of the old whipping-boy of years ago, the U.S. Railroad Administration, by the late Aaron Austin Godfrey is good reading. The pro and con crowds will have a field day. Aaron originally wrote this in 1963 as a senior thesis at Princeton University, but don't let the schoolboy tag fool you. The book is neither dull nor academic. As a railfan himself, the author dug deep into reasons for the controversial USRA from primary sources, uncovering some shadows that other writers overlooked. For this he received the plaudits of many historians, including Ralph W. Hidy, the Isidor Straus Professor of Business History Emeritus at Harvard Graduate School of Business Administration.

From the automobile tragedy that took his young life and that of his father has come this book painstakingly prepared by his mother from his college thesis. How sad that such a fine writer was to be with us for such a short while!

MAKIN' TRACKS, by Lynne R. Mayer and Kenneth E. Vose, 216 pages, 10½x11½", hardbound, photos, maps, diagrams, timetable, Praeger Publishers, $25. (Available from Railroad Magazine Book Service.)

The authors objectively say that this book is about a unique period in American history—one that straddled both the pioneer days and the industrialized present and future. The great "iron highway" built to link the nation in those post Civil War days from East to West marked the beginning of the end of our frontier. While I've seen many Central Pacific and Union Pacific engine and train scenes, prairie and mountain views (they're all good pix), I enjoyed especially the wheeling and dealing that went on among the rail elite. This book carries portions of their own diaries, newspaper articles, speeches, reminiscences, testimony and gossip (with syntax and spelling as originally written). You might like to know that quite a few pix were made from original glass plates of A.J. Russell, one of UP's ace photographers. The book expresses in words and pix the harshness and beauty of a time that has passed forever but has left its imprint indelibly on our own.

Periodicals and Journals

NATIONAL RAILWAY BULLETIN, National Railway Historical Society, is edited by Wm. C. Wagner, one of our *Interesting Railfans*, Box 2051, Philadelphia, Pa. 19103. This is Vol. 41, No. 1, of the Bulletin's "new look." Congratulations to Bill and his staff for a fine professional job! The good articles and photos on slick paper complement each other. Of interest to many railfans is Larry Treiman's "Railroad Watches and Time Service" and "Coral Gables Rapid Transit," by Edward A. Ridolph, and "Milwaukee Road Electrification," by Kenneth G. Johnson.

A genial rail historian of the Southwest, Ed Mahoney, has an interesting Santa Fe piece, "The Colmor Cut-Off." Ara Mesrobian, NRB's staff photographer, has an artistic cover photo of ex-NKP 759 roaring east in Jan. '71.

B&M BULLETIN, Winter 1975-'76, is edited by R. Richard Conard for the Boston & Maine Historical Society, Box 302, Reading, Mass. 01867. I always enjoy pix and articles about this northern New England line. Dana Adams Story's "A Recollection of the Essex Branch" is a homey chronicle of the days of Eight-wheelers. I wish I could have met and talked with one of the branch's old hoggers, Phil Adams.

CENTRAL HEADLIGHT is edited by A.K. Bush and R.B. Street for N.Y. Central System Historical Society, Box 11027, Cleveland, Ohio 44110. Central fans will enjoy this fine slick publication. The March '76 issue primarily carries part 2 of "The NYC Oval," Its Evolution and Applications," by H.L. Vail, Jr., covering its imprint on freight rolling stock. Charlie Smith, the club's prexy, tells me that some of their 1976 calendars are still available at $2.50.

WHEEL CLICKS is edited by Marti Ann Draper for Pacific Railroad Society, Box 5279, Los Angeles, Calif. 90055. The 40th anniversary of this pioneer railfan group in the Los Angeles area, started in 1936 as Railroad Boosters, was celebrated at a gala dinner in April. Their *Wheel Clicks* is a fine club publication, available with annual membership of $10.

BRASS POUNDERS GOSSIP, edited by Harwell E. West, one of our *Interesting Railfans,* is published bi-monthly by Toledo Morse Telegraph Club, 102½ Rosalind Pl., Toledo, Ohio 43610, $4. Rail lore galore. All the flavor of small-town depots, ticking clocks, and pot-bellied stoves in the Morse days of smoke and steam. Excellent reading matter.

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HOBBY CLUB

conducted by Sy Reich

AT THIS TIME of year railfans start asking their chapter chairmen if they have any more dope on the upcoming annual conventions. One group, Railroad & Locomotive Historical Society, has just wrapped up its annual gathering in southern Calif., but most of the action still lies ahead.

Between now and the first frost on the pumpkin, the National Railway Historical Society, the Canadian Railroad Historical Assn., the National Assn. of Timetable Collectors, the Railroad Station Historical Society, the Railroad Enthusiasts, the Electric Railroaders Assn., and the National Model Railroad Assn., among those we know about, will have conventions coming up. And probably good ones.

Lining up such a meet is no small task, as any chairman or committeeman will tell you. Everyone mixed up in such things in various capacities will agree that planning and arrangements are not all wine and roses. When everything goes off smoothly, which is seldom, you can come out of it looking good. But mishaps often creep into well-worked-over programs of "blood, sweat, and tears." Even so, the wounds and yells of the "never again" crowd are soon tempered by time, and it's usually back to the old stand when another year rolls around.

WITH CONRAIL operating the Lehigh Valley and the fate of its Sayre, Pa., facilities sealed, John Baker and an NRHS contingent of Buffalo Chapter members braved wintry weather a few months back to spend a day visiting this once-great operation. Among the highlights was old LV private car No. 353. While the gang wasn't able to get inside, they were given a good description by their tour guide. John says in the club's newsletters, "Empire State Express," that the car has been up for sale, but ConRail took it off the market. Now we hear it has been sold. Any definite word on it?

FOR THIS ONE we thank Jerry Angier of 470 Club, Portland Div., RRE, and Don Hodge, editor of Boston Chapter, NRHS, "Steel Wheels." The Mount Washington Cog Railway, the first mountain-climbing railway in U.S., completed in 1869, has been designated a National Historic Civil Engineering Landmark by the American Society of Civil Engineers. The New Hampshire line is 3½ miles long, three miles of it on trestle. The average grade is one foot in four, or 25%; the steepest grade is 37.4% on Jacob's Ladder, which some fans have managed to get stuck on. This unique railway has specially-built steam locomotives with horizontal boilers lower in front so as to make them level while on the mountain.

MARTI ANN DRAPER, ed. of Pacific Railroad Society's "Wheel Clicks," writes that in conjunction with the rebuilding of SP 4449 in Portland, the builder's plates were replaced. Since molds had to be made, authentic replica sets of bronze builder's plates are being offered for sale at $27. Contact Pacific Northwest Chapter, NRHS, Room 1, Union Station, Portland, Ore. 97209.

RAILFANS VISITING Quebec this summer should see the Canadian National station at Levis, which has as much rail activity inside as outside, thanks to the Quebec Model Railway Society. On its first floor the QMRS has built a rail network 10.6 miles in length to the HO international scale. Covering an area of about 50 by 25 feet, the project is mounted on wooden supports and designated for point-to-point positive and permanent operation, with direct power for every train. It is divided into 24 blocks, with a mainline, eight branches, and a classification yard. Four trains can be operated on it simultaneously. The Society members' fleet of rail equipment now totals 1,000 or so pieces, including both steam and diesel locos. The QMRS, successor to the Club HO de Quebec, was founded July 19, 1965, and is part of the Alouette section (northeast region) of National Model Railroad Association.

FRANK REILLY reports in Don Dorflinger's Tri State Chapter, NRHS newsletter, "The Block Line," that the New Jersey Department of Transportation has issued a special Bicentennial state map. For the first time in the map's history, passenger carrying rail lines in N.J. and nearby areas of Pa., N.Y., and Delaware are overlaid with a heavy gray line. Maps can be had by writing N.J. DoT, 1035 Parkway Ave., Trenton, N.J. 08625.

FRED STINDT, one of this magazine's "Interesting Railfans," re-elected chairman of the Pacific Coast Chapter of R&LHS, writes that the Chapter, in cooperation with San Francisco Muni Ry., will select a 1976 Cable Car Queen, the event taking place at the Cable Car Museum. The queen will be crowned on the day when one of the older cable cars makes it debut in Bicentennial colors. Fred says the date is still open, probably be in June or July. Riding the landslide re-election trail with Fred were Jerry Best, Brian Thompson, Stu Forsyth, and Don Thrall, together with the current directors. The boys have their first string line and backfield ready to host the 1977 annual R&LHS outing with the opening of the Old Sacramento Rail Museum, a page one story on the West Coast.

ALLAN VAUGHN, NRHS veep, says another good "Rails to the Rockies" trip is planned by Overland Chapter, NRHS, scheduled for June 19 thru 28 from Chicago and Denver. The trip includes Amtrak Nos. 5-6 between Chicago and Denver and the Rio Grande *Zephyr,* Denver to Glenwood Springs. Visit historic Osgood Mansion at

Water plugs like this at the stop last summer at Wicopee, Ore., as 4449 headed east to pick up AFT in Chicago, are extremely rare in eastern part of U.S.

Photograph by Bill Robertson

Even trolleys are dressed in Bicentennial colors. (Left) SEPTA car 2271 in Philadelphia in Jan. '76. Howard F. Greene, president, R&LHS (left) and Fred Stindt, chairman, Pacific Coast Chapter, with newly painted San Francisco Muni car.

Collection of Harry P. Albrecht

Redstone; the unique town of Marble, where once the turntable pit was lined with that "stuff," and the mining town of Telluride. There'll be a private car on Silverton and a special train on the C&TS. Maybe also in the future an autumn aspen color trip. Details from Allan at 320 Wisconsin #511, Oak Park, Ill. 60302.

NOVA SCOTIA's Musquodoboit Ry. Museum has added another major item to its expanding collection for railfans visiting the Maritimes this summer, says Gary Pollack, ed. of the Scotian Railroad Society's newsletter "SRA News." Recently it bought CN caboose 78801 and placed it on their siding along with CP combine 3252.

NEW EDITOR of "The Dispatcher," newsletter of Central Oklahoma Railfans Assn., is Lawrence Gibbs, city editor of the Stillwater, Okla., "News-Press." Is Larry the only daily or weekly media news desk ed. in railfandom to handle such a newsletter? Any other candidates?

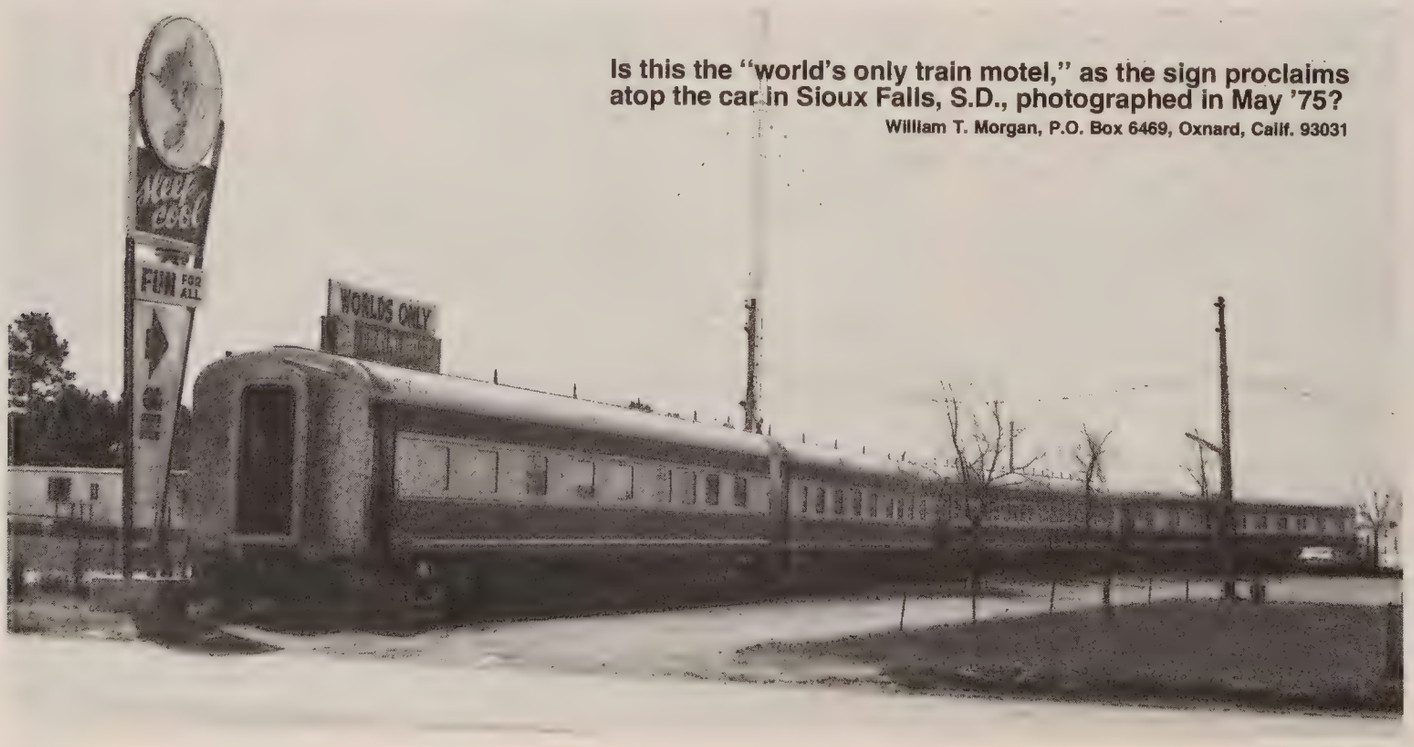
THAT advice from Hartford Div., RRE, on how to show last summer's slides should be repeated in your column often. I sat thru a dull slide show once. Someone showed about 300 or 400 slides taken in India. Everything that followed the first 50 looked the same. It was a hot evening in an old building. I never want to see any more slides unless there is an understanding beforehand on how many and how long. Another tip: make sure your audience likes rail films.—Wm. F. Myers, 17824 Dalewood Ave., Maple Heights, Ohio 44137.

BILL HUDSON, ed. of the Heart of Dixie Chapter, NRHS, newsletter, "Cinders from the Smokestack," reports that Empire Coke Co. of Holt, Ala., has donated a very old diesel to the club's museum. Electro-Motive Corp. built this loco in 1936 in their SW-77 series. It's powered with a Winton 201A engine, still in working order, and was ex-NYC 570. Members have charged the batteries. Before you read this they'll probably have her moving around.

ALTHOUGH we haven't heard about definite dates yet, with the days getting longer and the weather warmer, some good Colorado live steam meets lie in the immediate future. Many of these are on the layout of J.B. Squires, whose country home is in the Black Forest, northeast of Colorado Springs. Very much in the foreground at these events will be Gerry Cutshall, retired D&RGW Burnham machine shop foreman, and Mel Fick, whose dad was a machinist for the D&SL.

Gerry's *Montezuma* is a 1½" scale model of D&RG's No. 1 and his 1712 is a ¾" scale model of a 4-8-4 Northern, the prototype of which was used in mainline passenger service for many years westbound out of Denver. Mel has three live steamers. The narrow-gage 2-8-0 is a class 56 loco in 1½" scale, a 2-8-2 narrow-gage engine 1½" scale representing power on the Silverton run, and the D&SL No. 200 is a compound articulated 2-6-6-0 in 1" scale. The prototype saw service on the Rio Grande after the two railroads consolidated.

OUR GROUP would like to correspond with a railfan club in the U.S. We have a large library of Scottish steam photos and films. Our meetings are held every three weeks, attended by some 25 members,



Is this the "world's only train motel," as the sign proclaims atop the car in Sioux Falls, S.D., photographed in May '75?

William T. Morgan, P.O. Box 6469, Oxnard, Calif. 93031

ages 14 to 60, who recveive a monthly magazine, "Cock o' the Month," which we would be happy to send to any club which writes us.—Ian S. Rattray, secretary, Angus Railway Group, 12B Prestwick Court, Ardler, Dundee, D.D. 2 3S6, Angus, Scotland.

JIM HERRON of Tampa, Fla., writes that June, August, September, and October bring return of Pullman service via his private car *Florida Surf.* Two trips are planned to Philadelphia, coinciding with TCA and NRHS conventions. Also one trip to Chicago for NMRA convention and an autumn foliage trip to Montreal via Amtrak's *Floridian, Lake Shore Ltd.,* and *Adirondack.* All trips originate at St. Petersburg. Jim says railfans can join him anywhere along the route. Fares include all meals on board plus use of car as hotel at all points. The *Florida Surf* is equipped with shower and a 30-year veteran Pullman porter. Accomodations include roomettes, bedrooms, and open sectifons. Details from Fla. Surf. Corp., 2016 N. Village Ave., Tampa, Fla. 33612.

UTU MEMBERS have a once-in-a-lifetime opportunity in the changing Northeast rail area to help preserve their rail labor heritage, according to Dan W. Collins, UTU assistant general secretary and treasurer. The UTU representative on the joint Railway Labor History Project at Cornell University has appealed to the present generation of railroaders to preserve the historical records and other memorabilia that exist on the roads now blended into ConRail. He warns that valuable data "will be destroyed unless we can join together to save it. History records that this has happened in every prior rail consolidation." These records and other material should be sent to Richard Strassburg, archivist, Cornell University, Labor Management Documentation Center, Industrial and Labor Relations Library, 142 Ives Hall, Ithaca, N.Y. 14850.

RAILFANS MIGHT be interested in knowing that a "Guide to Travel by Train," with 112 pages, can be had from Rand McNally Map Store, 39 S. LaSalle, Chicago, Ill. 60603, for $1.95.

THE SWITCH LIST

All ads in this section cost 20¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Baigley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017.

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned cameras, sizes 120, 160, 116, 616, for big oblong negs.; details free.

OLD RADIO PROGRAMS on cassettes or reels. Your favorite shows return. We have thousands of programs to choose from: Amos and Andy, Fred Allen, I Love a Mystery, Inner Sanctum, Sherlock Holmes, etc. Send 50¢ for our catalog to Remember Radio Inc., 2513U; Norman, Okla. 73069.

FOR SALE 110 different railroad emblem watch fobs, $2.50 each. Tie tacs, key chains, tie clips, $1.75 each. Large belt buckles, $5 each plus 50¢ postage. Send stamp for free list. Dealers write.—Hoovers, 120R Fruit, Peru, Ill. 61354.

OLD STATE and railroad maps: 70 to 110 years old; all states; some old county maps. Send SSE; specify which state—Northern Map Co., Dept. RR, Eagle River, Wisc. 54521.

TIMETABLES: BUY, SELL, or trade. Send your want or sale list. Collecting Amtrak? Compendium of all Amtrak timetables, 50¢.—Carl Loucks, 199 Wayland St., Hamden, Conn. 06518.

SEND LARGE SSE for list of 100 railroad lanterns. Also switch keys, locks, signs.—Kenneth Palmer, 128 Front St., Port Jervis, N.Y. 12771.

THEATER PIPE ORGAN and railroad whistling LP's wanted. Also railroad movies.—Alden Miller, 3212 34th Avenue South, Minneapolis, Minn. 55406.

OLD POSTCARD SCENIC trolley color slides, 1600 items, including duplicates, $1300. Or 400 railroad, $350. Lists of trolleys, $2; railroads, $1.—35-Slides Co., Box 6098-RR, Colorado Springs, Colo. 80934.

TEN BICENTENNIAL DIESEL SLIDES, $2.50. Catalog of slide sets and prints with sample, 50¢.—Midwest Photo, Box 965, Keokuk, Iowa 52632.

JONATHAN NELSON, History Dept., Gainesville, Fla. 32611, will buy or trade for anything FEC or Florida. Will sell or trade any RR menus.

RAILROAD STOCK CERTIFICATES: For sale and wanted in any quantity. Beautiful old certificate and catalog, $2. Ken Prag, Box 431R, Hawthorne, Calif. 90250.

$5 PAID FOR B&W photo, side view, 3"x5", standard-gauge steam locomotives under 40 tons that are for sale. Location, owner, telephone. 1st photo paid, dups.; receive address 1st submission. No agents—Peat Younger, 2421 Ramsey, Springfield, Mo. 65803.

BUYING RAILROAD COLLECTIONS and single items. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax-sealers, calendars, signs, miscellaneous items. Single items and small accumulations purchased by mail. Collections picked up anywhere in the country. Write to Fred Arone, 377 Ashford, Dobbs Ferry, N.Y. 10522.

CREDIT VALLEY RAILWAY: "Steam in Ontario" 12"LP stereo $6.95; stock certificates (nontransferrable) 98¢; CVR #1057 engine decals $1.49. Sales list 25¢ free with order.—Sales Dept., Ontario Rail Association, Inc., P.O. Box 64, Brampton, Ont., Canada L6V 2K7.

HEADLIGHT FOR SALE, New York Central, equipment built by Pyle National, $115 plus shipping.—Dick Aichele, Box 184, Little Falls, N.J. 07424.

STEAM LOCOMOTIVE name and address rubber stamp, $4.95. Figure only, $2.95. Name and address with your selected drawing, $7.95.—Lawson's Rubber Stamps, Rte. 4-RO, Salem, Ill. 62881.

CLEVELAND TROLLEYS, INTERURBANS in two books by Harry Christiansen, 320,000 words, 975 pictures, 364 pages, maps. Never a comprehensive work like this. Horse-cars, cables, steam dummies, electrics, interurbans, rapids, trackless trolleys. Exhaustive history tells all—every route detailed, car barns, power houses, complete illustrated roster detailing every car. Shaker Rapid, Lake Shore Electric, Northern Ohio, Cleveland & Eastern; Cleveland, Painesville &

Members of Central Okla. Chapt. NRHS, Central Oklahoma Railfans Club, are shown enjoying hospitality of Frank Pollock, Jr., owner of Northwestern Okla. R.R. in Woodward, Okla. Pollock bought two 44-ton locos from Sacramento Northern to run on 12 miles of track he purchased from the Katy. Passenger equipment includes two ex-Katy coaches and an ex-Frisco round-end.

Lawrence Gibbs, editor of club's newsletter Dispatcher, and city editor, Stillwater News-Press, Box 231, Stillwater, Okla. 74074

Eastern, and much, much more. Going fast. Vol. 2 to 1910, $11.50. Vol. 3, 1910 to present, $12.95. Both 224.45. A must for every railroad library.—Trolley Lore, 11800 Edgewater Dr., Suite 902, Lakewood, Ohio 44107.

BICENTENNIAL railroad picture postcards, brilliantly colored Freedom Train engines plus other railway units. 28 distinctively different scenes, $2.—Railroad Nostalgia, 5107 Shore Acres Rd., Madison, Wisc. 53716.

MIKE EAGLESON, 37 Edgemere Ave., Mt. Arlington, N.J. 07856, sells his revised Bicentennial edition of "Southern Steam Specials," $4.95 ppd.; "Steam on the Anthracite Roads," $6.95 ppd.; "Twilight of World Steam," $14.95 ppd.

WANTED: The following N&W employee magazines: Feb., Sept., Oct., Dec. 1943; Dec. 1944; May, June, Aug., Sept., Oct., Nov. 1948; July 1950; Dec. 1959.—Ralph Coleman, P.O. Box 6535, Portsmouth, Va. 23703.

ERIE-LACKAWANNA PHOTOS and slides. Send $2 (refundable)—Gary Puzio, P.O. Box 3313, Wallington, N.J. 07057.

RR STOCK CERTIFICATES: 2 beautiful reprints of original oldtime rr stock certificates, suitable for framing, $2 and large ASSE.—Rickila, Dept. R-6, P.O. Box 153, Merrick, N.Y. 11566.

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78 RAILROAD MAGAZINES 72 Trains, 1965-71, incomplete years, some duplicates. Either lot $30 plus shipping, list SSE.—Paul Calvert, Rte. 2, Box 300, Avon Park, Fla. 33825.

READING RAILWAY, A PICTORIAL REVIEW, 8½x11, soft cover, plastic-bound book, full or rare old Reading timetables and postcard views, including list of Reading public timetable forms. Only $5 pp. Also available for New York Central and Delaware & Hudson fans, "Adirondack Vistas", a pictorial review of many small lines eventually merging into these lines. Maps galore, rare old postcard train, station, right-of-way views. Lots of timetables too. You,ll enjoy an 1899 D&H Saratoga station timetable showing arrival and departure of some 40 trains, a complete 1916 D&H schedule, and a complete 1910 New York Central Adirondack Div. employees timetable with rules and full schedules. Book $5 ppd. Lackawanna Railraod Vol. 2 Pictorial, with numerous old postcard views now ready. If you have Vol. 1, you'll want Vol. 2, also only $5 ppd. Send cash or check for immediate shipment. Ed Gardner, 22 Garden Ave., Mountaintop, Pa. 18707.

STEAM LOCOMOTIVE wrecking crane, 150-ton capacity, built 1918, for sale. All or part interest. SSE for details; 2 pictures $1.—Joe Christian, 5841 Ave. O, Birmingham, Ala. 35228.

HARDWARE FOR SALE, car and locomotive builders plates, lanterns, dining-car items, emblems, signs, buttons, LIRR employee tts. SSE for list.—Ed Conklin, Box 139, St. James, N.Y. 11780.

WANTED: "SHAY LOCOMOTIVE, Titan of the Timber," by Michael Koch, or other Shay publications. Send price and condition.—Harry Boivin, 400 Lombard St., Akron, Ohio 44310.

INTERURBAN SYSTEM timetables CA&E late 1940s, CNS&M early 1950s, Ill. Term. 1950, CSS&SB 1940s, handling $1. 20 different tokens $7.50 postage/handling $1.50. Minimum 1,000 transfers, whole and partial pads from 15 cities $5 postage /handling $2.50. 3 NYC menus, 1 B&O $5 postage/handling $1. 20 different railroads, 20 validated interline tickets $8 postage/handling $1. Official Guides $10 postage/handling $3. Standard guide covers with guide order only $5. Railroad special minimum 100 articles, including employees tt. public tts, menus, tickets, OFRs, ticket envelopes, conductor's train-ticket envelopes, brochures, diagrams, GCT train makeup lists, rare items $10 postage/handling $3. All materials prior September 1963. Request for specific items or dates regretfully decline.—Earl Yorke, 27257 Currier, Dearborn Heights, Mich. 48125.

WANTED: NEGATIVES, original slides, movies, transfers, any other items on Scranton Ry. Co.—Charles Wrobleski, Box 663, Scranton, Pa. 18501.

SANTA FE RY. dining-car paper place mats 18x12, with Chico depicting map and points of interest of the entire Santa Fe system such as time belts, cities, cowboys, Indians, mountains, deserts, parks, oil wells, suitable for framing, $1 each plus 25¢ postage. Also Sante Fe dining car 9 oz. water and 12 oz. iced tea glasses with Santa Fe logo, 6 for $10 plus $1 postage handling.—John Nalley, Box 262, Bradley, Ill. 60915.

NEW YORK STATE RAILWAYS, Rochester lines, subway 5 maps, 140 pictures, 6 electric lines briefly. Rochester & Syracuse Railraod, 540 photos, 336 pages, $8.—Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

RMS HAS RAILROAD JEWELRY including famed Pennsylvania E-6 Atlantic as tie-bar, scatter pin ($3.50 each), lariat tie or key ring ($4.50 each), available in either gold or silver finish. Send for handy catalog to Replica Mail Specialities, Box 2820, Grand Central Station, New York, N.Y. 10017.

NEW LIST of steam, diesel and trolley railroadiana for sale: emp. tts., passenger tts., playing cards, accident reports, negatives, much Amtrak material, etc. 13¢ postage—Meyer, 128 Corner St., Watertown, Wisc. 53094.

Coming Events

(No charge for listing here)

June 12-July 18: steam-powered trips during your Bicentennial visit to Washington, D.C.; 17 one-day round trips on weekends and holidays behind doubleheaded Southern locos 630 and 722. Start at Alexandria, Va., with four diff. Va. destinations. Full day trips to Front Royal June 12, 19, 26, July 3, 10, 17; to Charlottesville, June 20, July 5, 18; Warrenton, June 13, July 4: Half-day single loco trips to Calverton Jct., June 27, July 11. Front Royal, Charlottesville, adults $17.50, kids under 12 $14; Warrenton, $14.50 and $12; Calverton, $12.50 and $10. Off-rail meals and side trips optional. Photo runbys. Sponsored by local NRHS chapters and Alexandria Bicentennial Commission. Details from Liberty Limited '76, P.O. Box 456, Laurel, Md. 28010 (SSE).

June 13: charter bus trip to East Broad Top R.R. and Shade Gap Electric Ry. sponsored by Pottstown Chapter, NRHS. Return dinner stop at Summerdale Jct. Bus tickets $8.25, steam (adult) $2.25, kids under 12 $1. Trolley ride adult 50¢, all day 85¢, child 25¢, all day 60¢. Contact Richard Kelin, 204 Kent Way, West Reading, Pa. 19611 (SSE).

June-Oct.: Wilmington & Western RR., Sat. & Sun., lv. Greenbank Station near intersections Rtes. 2 & 14 in Delaware 1, 2:15, 3:30 p.m. Adults $2.25, kids 3 to 12 $1.

June-Oct.: Fally June-Aug., weekends Sept., Oct. Many special trips and events. Info from Wehman Caldwell, Sierra R.R., Rail Town 1897 Depot, Jamestown, Calif. 95327.

June 19: Railfan Day at Valley R.R., Essex Conn., steam and diesel operations, flea market, boat rides, film and talk program on New Haven R.R., dinner. Contact Valley Railroad, Railroad Ave., Essex, Conn. 06426.

June 20: fifth annual Roaring Twenties day; music, antique Fords, tractors, etc., National Capital Trolley Museum, north of Wheaton, Md. write Robt. Flock, 1909 Forest Dale Dr., Silver Spring, Md. 20903.

June 19-28: Rails to Rockies trip, Chicago to Denver via Amtrak, D&RGW's *Rio Grande Zephyr*, Denver to Glenwood Springs. Charter bus to points of interest; private car on Silverton trip, special train on C&TS. Contact Allan Vaughn, 320 Wisconsin 511, Oak Park, Ill. 60302.

June 19: Black Hills-Mt. Rushmore tour. Amtrak to Cheyenne special buses, Black Hills Central steam train ride. Return Bay Area, Amtrak from Ogden, Utah. Aug. 18-24: Silverton-Cumbres Narrow-Gauge Safari. Write James Weinberger, tour director, Pacific Coast Chap. R&LHS, 2539 Hopkins Ave., Redwood City, Calif. 94062.

June 25: C&NW charter trip to Swedish Days Festival in Geneva, Ill.; July 18 Rock Island charter trip to Frankfort and Grainery complex; Aug. 8: South Shore charter to Michigan City and Caboose Corn Broil at LaPorte County Hist. Steam Society, Hesston, Ind., steam operation. Contact Blackhawk Chapt. NRHS, P.O. Box 455, Aurora, Ill. 60507.

July 1: Winnipeg to Miami, Man., 200 miles, round trip over orig. Red River Valley R.R. and Northern Pacific Ry. of Manitoba, with CNR equip. Write David Osborne, operations vp, Midwestern Rail Assn. (1975) Inc., 5-1016 Buchanan Blvd., Winnipeg, Man. R2Y 1N5, Canada.

July 3 & 4: Independence Day Special behind N&W Bicentennial 1776. Sat. Roanoke to Rural Retreat, round trip. Sun. Roanoke to Stoneville, N.C., round trip. Write Roanoke Chap. NRHS, Box 13222, Roanoke, Va. 24032.

July 4: Bicentennial trolley trip on MBTA, Boston, Mass. Lv. Reservoir carbarn 12 noon, return about 6 p.m. on red-whitepblue PCC car; photo stops. Adults $10, kids $5. Reservations from Ernest Kovacs, 416 Second Ave., Bethlehem, Pa. 18018.

July 25: Railfan Day on Morehead & Morgan Fork R.R., Morehead, Ky. Unlimited rides, hot meal, $10 advance reservation, 10 a.m.-10 p.m.; photo runbys, night photography. Swap tables available. Contact Wesley Ross, Bluegrass RR. Museum, 1749 Bahama Rd., Lexington, Ky. 40511.

July 25-30: Denver to Galesburg, Ill., by rail, charter bus to Dubuque, Iowa, for Delta Queen riverboat trip to Minn.-St. Paul. Return Denver via Chicago on SFZ. Sept. 4-6: Durango-Silverton trip. Sept. 25: Fall foliage trip, Chama to Antonito on C&TS. Details from Tom Daniels, Colorado Midland Chapt. NRHS, P.O. Box 824, Colorado Springs, Colo. 80901.

July 31-Aug. 1: round trip behind Southern doubleheaders 630, 722, Richmond to Keysville, Va., sponsored by Old Dominion Chapt., NRHS, P.O. Box 8583, Richmond, Va. 23226.

Aug. 1: UP 8444 on special train commemorating Colorado's statehood and centennial, Denver to Laramie, round trip. One-day RPO trip marking event. Equip. consist dome lounge, coaches, baggage car; photo runbys; Western-style lunch at Laramie included in fare. Adults $33. Contact

Intermountain Chapt. NRHS, P.O. Box 5181, Denver, Colo. 80217.

Aug. 7: special Bicentennial trips, 9 a.m. and 1 p.m., over Greenwich & Johnsonville Ry., Thomson to Salem, N.Y., on Wash. County D&H branch, former railroad of old Rutand & Wash. Equip. D&H 1776, G&J 4116, D&H coaches, baggage cars. Trip in conjunction with Greenwich Bicentennial. Adults $10, kids 5-12 $5, under five free. Contact David F. Nestle, Rail Trip, RD2, Greenwich, N.Y. 12834.

Aug. 12-14: annual meeting National Assn. of Timetable Collectors, Continental Hotel, Kansas City, Mo. Buy, sell, trade tts., railroadiana, auction, banquet. Write Harold Henre, 1302 N. 28th St., Kansas City, Mo. 66102.

Sept. 3-6: annual NRHS convention, Philadelphia, Pa., special trips, banquet speaker. Contact local NRHS chapters for details.

Sept. 25: special fantrip on Hartwell R.R., Hartwell to Bowersville, Ga., round trip, lv. 10:30 a.m. Adults $5, kids under 12 $2, box lunch $2. sponsored by Augusta Chapt. NRHS. Contact Hartwell Trip, P.O. Box 5793, Augusta, Ga. 30906 (SSAE).

Sept. 26: fall trip behind Southern 4501, Jacksonville to Valdosta, Ga., round trip thru Okeefenokee National Forest, sponsored jointly by Jacksonville Chapt. and Fla. Dist. NRHS. Adults $18, kids under 12, $13. Write Jacksonville Chap. NRHS, P.O. Box 8961, Jacksonville, Fla. 32211. ●

Pen Pals Wanted

(No charge for entries in this section)

Miss Marilyn Sorono (age 22), % Capitol Sari-Sari Store, H. Velez St. Capitol Site, Cebu City, Philippines, 6401, college student, 5'2", 118 lbs.

Christopher W. Pike (age 16), 2 Bethany Rd., Monson, Mass. 01057, wants to hear from girls interested in Central Vermont Ry.

Miss Filipina N. Solon (age 34), 17 V. Rama Ave., Cebu City, Philippines, college grad., 5'4", 105 lbs., enjoys drawing, movies, home life.

Miss Lamberta Monera (age 22), 76-E T. Padilla St., Cebu City, Philippines, 4'9", 105 lbs.

Miss Vitaliana A. Hortel, (age 25) 70 E T. Padilla St., Cebu City. Philippines, 6401, BSC graduate, 5'5".

Miss Lina Ramos (age 23), 214 Bo. Apas, Comp Lapu-Lapu, Cebu City, Philippines, secretarial graduate, 5', 136 lbs.

Miss Arminda D. Oriac (age 33), 895 Hilltop Village, Nasipit Agusan, Philippines, 5'2".

Miss Tita Palen (age 24), 4-A A. Tapey Street, Cebu City, Philippines 4601, 5', 100 lbs., BSS graduate.

Laurence Orr, 1321 Yosemite St., Apt. 401, Denver, Colo. 80220l wants to contact photographers for BN photos anywhere, also train order collectors.

IN SEARCH OF STEAM

Mike Eagleson

TEXAS & PACIFIC'S former 2-10-4 No. 610 being operated just has to be the biggest steam news so far this year. This Texas type, belonging to the Historical Foundation, is now the third steam locomotive to pull the American Freedom Train. She steamed light over the Missouri Pacific road on February 13th from Fort Worth, Texas to join the AFT in San Antonio. Two days later, hauled by the Daylight, she followed the AFT to Austin, where the pair were posed side by side. On February 16th, Daylight No. 4449 steamed light to Ft. Worth to await the AFT's arrival with No. 610 via Houston. Then on February 18th the much-traveled train left Austin for Houston, to the delight of many fans, in the proud charge of the big 2-10-4.

At this writing, I have reason to believe that the 2-10-4 will not leave the Lone Star State and that the Daylight will resume her position heading the AFT until relieved by our old friend, the ex-Reading 4-8-4 No. 2101 (now renumbered No. 1), for the eastern leg of the tour. We hope the Daylight, the Texas, and the Northern will all see fantrip service after the American Freedom Train's long tour is over.

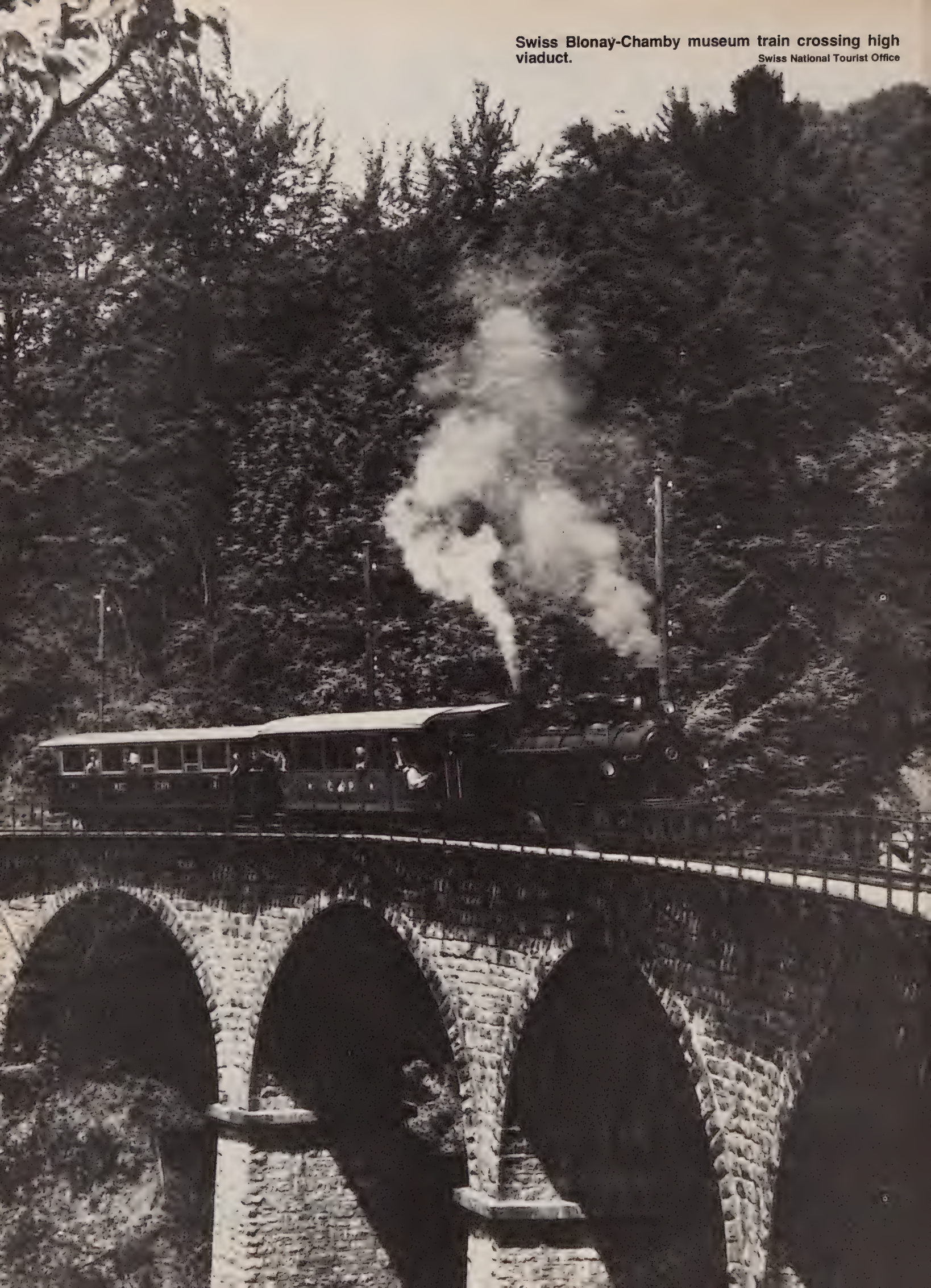
MAINLINE steam Foundation of New Jersey has successfully operated Sam Freeman's ex-Florida East Coast 4-6-2 No. 148 from Raritan to Bay Head Jct., N.J. This route was partly over the New York & Long Branch, famed as the final stamping ground of the classic Pennsylvania K-4s Pacific. A matched consist of Jersey Central commuter coaches and an open observation car, with a *Blue Comet* headboard on the locomotive's smokebox, gave the train an overall attractive appearance.

Tom Snyder, from NBC's *Tomorrow* program, was aboard the excursion with his camera crew for a taped railfan story which was aired later. Mainline is planning more trips and may soon acquire its own locomotive.

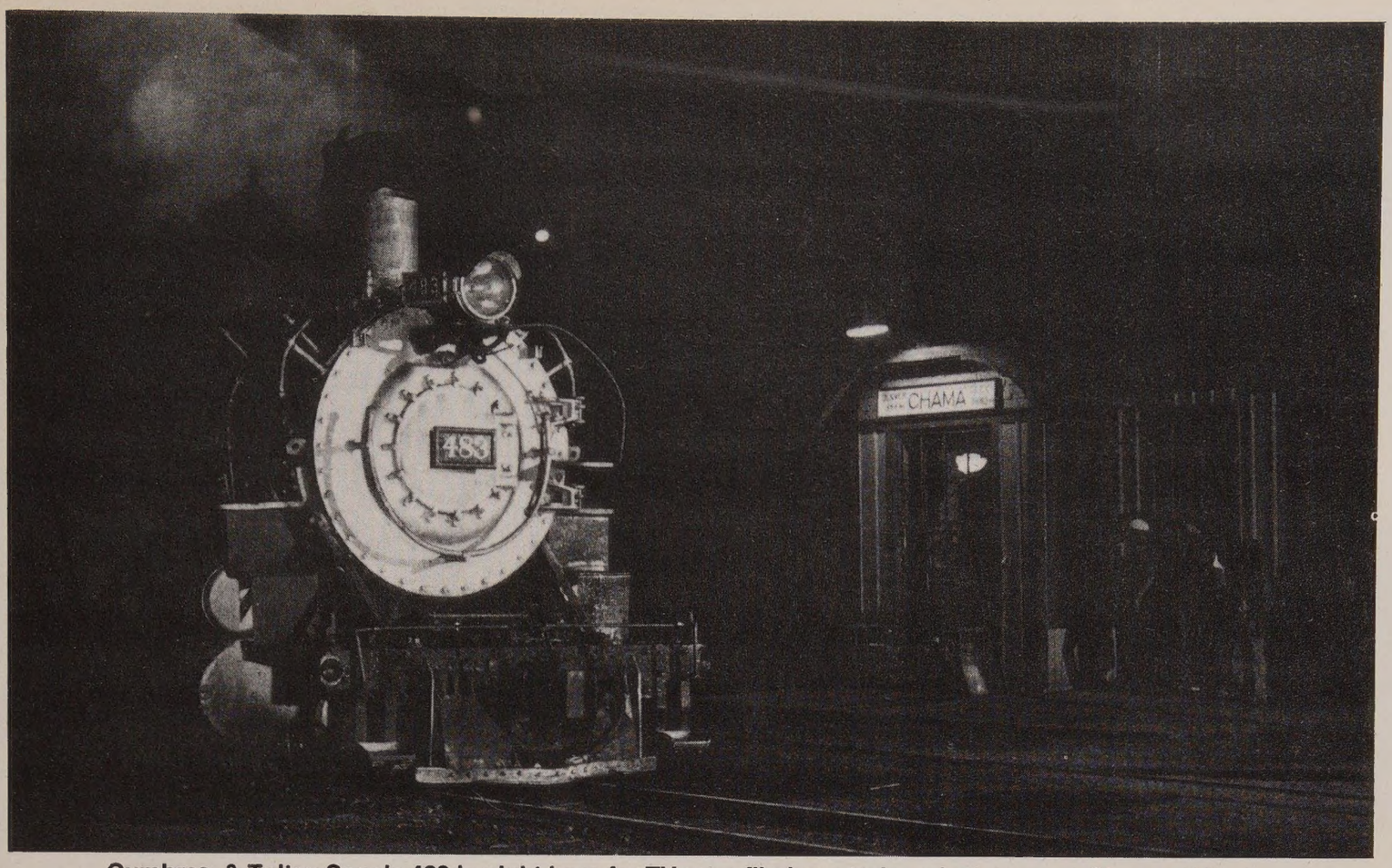
AS A LOCOMOTIVE owner, I deplore the removing of any part from a preserved steam locomotive. Times have changed. No longer are there lines of junked steamers rusting away while waiting for the price of scrap to go higher. In the old days, many fans actually helped themselves, preserving rare steam artifacts that otherwise would have been destroyed. But not today. Honesty and morality aside, a steam engine now has only escaped the torch because she is a museum piece. Any locomotive, whether on an operating tourist road or

Bill Robertson, 504 Mt. View Ave., Belmont, Calif. 94002

As AFT operational weeks dwindle down it wasn't that long ago, summer of '75, when SP 4449 roared east through Cascades.



Swiss Blonay-Chamby museum train crossing high viaduct.
Swiss National Tourist Office



Cumbres & Toltec Scenic 483 is night hero for TV crew filming a train arrival scene at Chama, N.M., in June, 1975. Although stars shone brightly from clear mountain summer sky, Chama Fire Dept. provided "rain" for TV dramatic scene. Jack LaMunyon, 2513 Britt NE, Albuquerque, N.M. 87112

preserved in a city park, is potentially tomorrow's fantrip hauler. Just think of how many "park engines" have been resurrected to active service: CN's 6060, SP's 4449, T&P's 610, PM's 1225, and several more scattered around North America. Just because a locomotive is retired to a park with the rail ending at its couplers doesn't necessarily mean she will remain inactive forever. If each railfan would assume a responsible attitude and help to protect our dwindling supply of preserved steam locomotives, we could insure a steam engine stockpile for decade to come.

WHILE Michigan State University Railroad Club finishes the final touches on restoring its ex-Pere Marquette 2-8-4 No. 1225 at East Lansing, sister Berkshire 1223, also built by Lima, rusts away in Detroit's Michigan State Fairgrounds. Happily, two railfan groups are vying for the privilege of restoring the 1223. The Illinois Railway Museum offered to transport her to its headquarters in Union, Illinois. Previously she was offered to the MSU railroad club, but lacking a permanent home for the sister 1225, the club had to refuse. Presently, Michigan State Representative Edward E. Mahalak asked the Fairgrounds to delay their disposition of the 1223 to see if a home could be found for her in his state.

OVERSEAS. In France two standard-gage steam locomotives with wheel arrangements unknown to me are being held for disposition; a 1931 Krupp and one built in the U.S.A. in 1944. Both came from the Etival-Senones Railway which folded up last June. To buy either or both locos, write to SA du CF d'Etival a Senones, Boite Postale No. 25, 88210, Senones, France.

Steam traction in regular service ended in Japan last year, West Germany plans to eliminate steam entirely with the start of its 1976 winter timetable. Happily, these two countries have strong railfan groups and steam preservation movements, with many scheduled fantrips.

In England on June 5th a special train will run between London and Chester to commemorate the centenary of the birth of Sir William A. Stanier, sponsored by the Princess Elizabeth Locomotive Society. The steam loco *Princess Elizabeth* will pull this train between Hereford and Chester. A splendid commemorative limited edition book and free champagne will be given to all passengers. Fare for complete trip, 15 pounds, with lesser rates from way stations. Send check or money order and SSE to Hon. Secretary of the Society, 34 ELMDON Rd., Birmington B27 6LH, England.

"I have visited Finland several times and in 1971 I rode on the footplate of the last regularly scheduled steam passenger run on the Finnish Railways," writes M.W. Knight, British Rail assistant area manager (train crew), March, England. "In view of this I regret that Finnish steam traction is now consigned to the strategic reserve.

"I believe I'm the only owner of a Finnish steam locomotive in England. Certainly it is not of Russian gage but the narrower 750mm size which was common to several secondary lines in Finland. It is a 2-6-2T, built in Belgium in 1948 and in use on the Jokiosten Railway in Finland until the middle sixties. I purchased it in 1972 and it has been stored in the UK awaiting renovation since then.

"The Finnish Railway Historical Society has run steam tours in the past. It could well be that, with 1096 and other locos in reserve, there will be limited oportunities for steam tours as in certain other Scandinavian countries."

A STEAM LOCO, ex-Brooklyn Eastern District Terminal No. 12 (Porter, 1912), in good condition, was bought in 1971 by Robert R. Most, 564 Bosphorus Ave., Tampa, Fla. 33606. She was retired in 1963 and stored at Kearney, N.J., for nine years. Her trip to Florida took nearly two weeks and covered 1500 miles. Because of her 106,000-lb. weight, she had to be specially rigged with 6x6" oak timbers. This engine will be stored at the Tampa Ship Repair & Drydock Co. plant until Bob has had her overhauled for service in his state. That same company rebuilt the South American loco now running at Disney World in Florida.

UNION PACIFIC'S famed 4-8-4 No. 8444 was scheduled to pound the rails again on May 30th between Denver and Laramie. For details contact the Rocky Mountain Railroad Club, P.O. Box 2391, Denver, Colo. 80201. On August 1st, the big Northern will be off again from Denver to the Wyoming city via Greeley, Colo., for the Intermountain Chapter of NRHS. Check mountain Chapter of NRHS, Passenger Dept., P.O. Box 5181, Terminal Annex, Denver, Colo. 80217, enclosing SSE.

For nearly two decades the UP has kept this steam giant in repair for excursions, to

Steam's afterglow in France. Locomotives 140 C and 287, highballing toward country crossing, are shown being returned to French National Rys. after making last steam run in France, Nov. 20, '75. Locos had been leased to CFTA in eastern France. J.L. Poggi 2, rue Pablo-Neruda 92300 Levallois-Perret, France

the locomotive on tall poles in the extra flagholders. On one recent trip, the too-tall flags were broken off while the locomotive entered a roundhouse.

A number of fans have written to me complaining about these fine points, and I must agree with them. Although we are all grateful that the UP continues its steam tradition, whether out of sentiment or purely public relations value, we wish the road would return to its earlier, more historically accurate color schemes. For several years now, I have supported a movement to repaint the 4-8-4 in her two-tone gray of the 1940s. This would give the engine a "new" look and give fans an additional reason for buying tickets to ride behind her. The engine was renumbered 8444 to 844 more than a decade ago to make room for a new diesel in that number series. If my mail is any indication, many enthusiasts would like to see the UP restore her original number.

Despite these minor details, the Union Pacific's forward-thinking management must be congratulated for continuing its steam tradition over Sherman Hill, no matter what color the locomotive is painted or which number she bears.

WANTED by the Historical Society of Dunkirk (N.Y., 536 Central Ave., 14048) a steam loco built by Brooks or the Alco-Brooks Works. The Dunkirk shops built 13,245 steamers during its 59-year history, but all that the Society has to show for it is a bell from a New York Central steamer. They want to buy a complete engine. If you know where one could be found, contact President Luis S. Van Wey.

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Ex-Western Coal & Coke Co. 4-6-0 No. 1 under August '72 skies at Mid-Continent Ry. Museum, North Freedom, Wisc. Photograph by Donald L. Cook

NORTH-FREEDOM

"Somebody still cares about quality."